



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

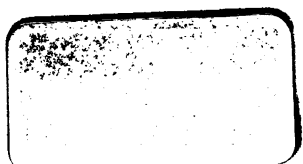
We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

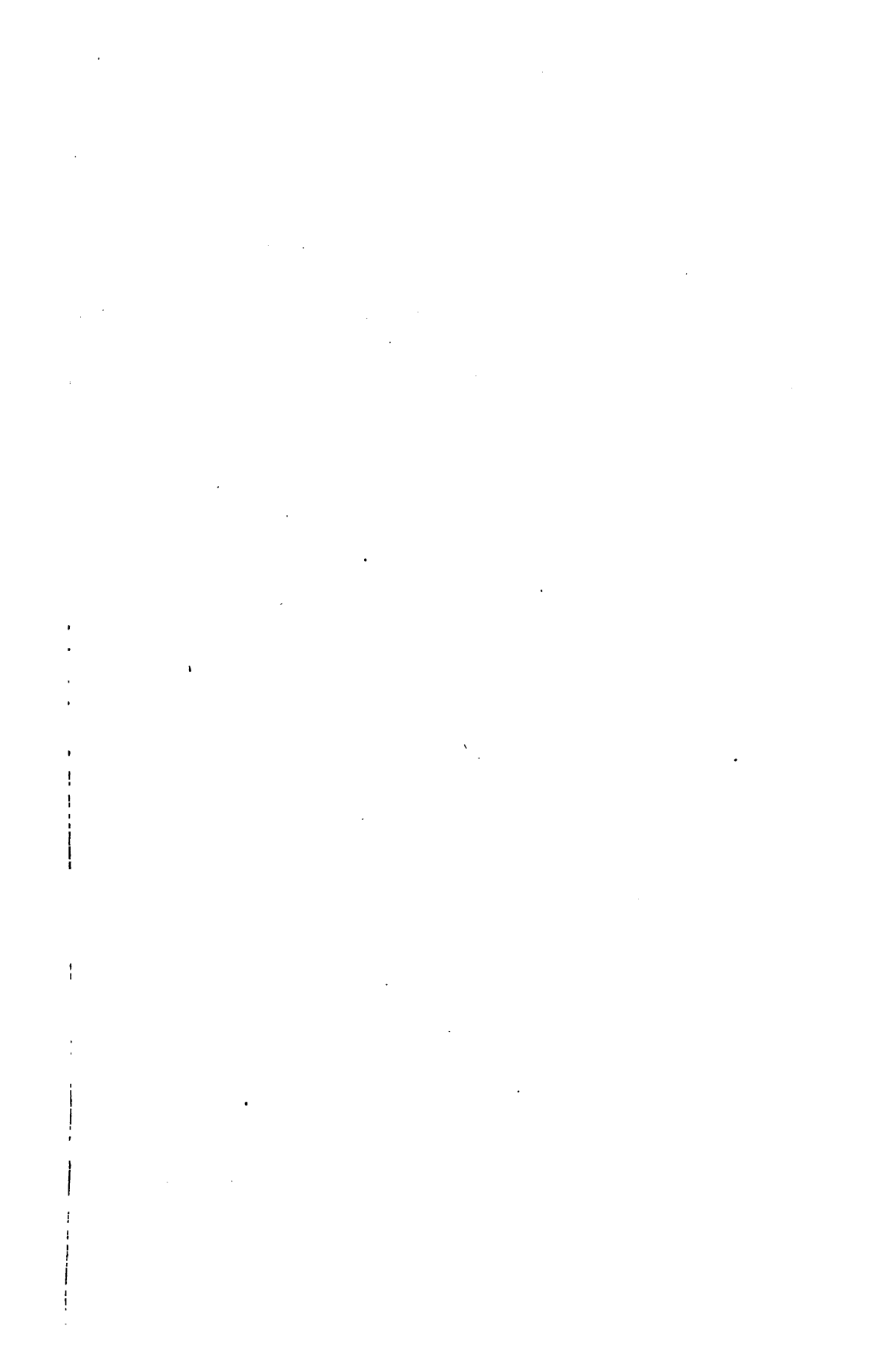
Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>

395,274
N12



2

26



FIFTY-FIFTH
ANNUAL REPORT
OF THE
RAILROAD COMMISSIONERS
OF THE
STATE OF NEW HAMPSHIRE.
1899.

LIBRARY
LELAND STANFORD JUNIOR
UNIVERSITY

MANCHESTER, N. H.
ARTHUR E. CLARKE, PUBLIC PRINTER.
1900.

132727

Y8A80U
808U.0808A20A.8U
YT283V8U

TABLE OF CONTENTS.

REPORT OF COMMISSIONERS:		Page
Business of the year		xix
Consolidation		xi
Coke fuel		xiii
Dividends		x
Electric roads		xv
Mileage		x
Oiled roadbeds		xiii
Railroad taxes		xx
Reconstruction of the Eastern		xi
Repairs, renewals, and equipment		x
Safety appliances		xii
The Manchester & Milford		xiii
Vestibules		xviii
Volume of business		ix
 FATAL ACCIDENTS:		
Baker, Seamore		267
Balbassaro, James		298
Barrett, Fred		280
Boury, Joseph		277
Cate, John L.		269
Clark, John		284
Emerson, Tracy		287
Fogarty, Thomas		291
Hale, Benjamin M.		271
Hannam, Arthur		293
Harriman, Charles C.		285
Kennelly, Patrick		282
Knox, George A.		272
Lamere, John		292
Lapham, C. H.		296
Lewis, Perley C.		294
Libbey, Mr. and Mrs. Robert		289
Marston, Miss Alvira		288
Merrill, Hiram W.		270

Murphy, Daniel	279
Murphy, Jere	280
Nichols, Otis	295
Nyberg, Carl	291
Parshley, Albert J.	275
Plante, William M.	268
Pratt, Henry	287
Robinson, George W.	278
Scanlon, Andy	275
Skerry, John M.	297
Sullivan, Joseph	286
Trainer, James	273
Wells, Herbert E.	283
INCIDENTAL EXPENSES	300
PETITIONS, ORDERS, AND FINDINGS:	
Baker heaters	264
Change of location of way in Rochester	260
Change of State Line bridge in Seabrook	250
Crossing in Derry	201
Crossing protection at Bradford	194
Crossing protection in Claremont	223
Crossing protection at Peterborough	192
Exeter, Hampton & Amesbury stock and bonds	205
Grade crossing in Concord	214
Grade crossing in Keene	220
Grade crossing in Lincoln	222
Grade crossings upon Manchester & Milford branch	253
Grade crossing in Rochester	262
Hayden crossing in Brookline	191
Highway bridges over Manchester & Milford branch	256
Laconia Street Railway discontinuance	215
Laconia Street Railway stock and bonds	196
Land damage in Randolph	188
Manchester & Milford land damage	251
Pending cases	264
Petition, Portsmouth & Dover Railroad	185
Portsmouth & Dover extension	179
Separation of grades at Breakfast Hill road crossing in Greenland	248
Separation of grades at Exeter road crossing in Hampton	239
Separation of grades at Farm Lane crossing in Sea- brook	232

CONTENTS.

v

Separation of grades near Hampton Falls station .	234
Separation of grades at Little River road crossing in North Hampton	245
Separation of grades at Noyes's crossing in Seabrook	227
Separation of grades at Rocks road crossing in Sea- brook	229
Separation of grades at Towle's crossing in Hampton	237
Separation of grades at Ward's crossing in Hampton .	241
Street car vestibules	203
Street railway crossing at Laconia	200
Transfer charges in Keene	226
Troy land damage	216
Troy Railroad stock and bonds	218
Y track at Claremont	258

RAILROAD RETURNS:

Atlantic & St. Lawrence	3
Boston & Maine	11
Concord & Claremont	38
Concord & Montreal	40
Concord & Portsmouth	47
Connecticut River	49
Fitchburg	53
Franklin & Tilton	67
Maine Central	69
Manchester & Lawrence	83
Mount Washington	86
Nashua & Lowell	91
Northern	94
Pemigewasset Valley	96
Peterborough	99
Peterborough & Hillsborough	101
Portland & Rochester	103
Portsmouth & Dover	112
Sullivan County	115
Suncook Valley	122
Upper Coös	125
Wilton	127
Worcester, Nashua & Rochester	129

STREET RAILWAY RETURNS:

Chester & Derry	135
Concord	139
Exeter	144

CONTENTS.

[illegible]

PART I.

REPORT OF COMMISSIONERS.

STATE OF NEW HAMPSHIRE.

To His Excellency the Governor:

The Railroad Commissioners submit herewith their annual **report**. The returns of the railroad corporations are for the **year ending** June 30, 1899, and the report of the commission **covers** the calendar year 1899.

H. M. PUTNEY,
J. G. BELLOWS,
E. B. S. SANBORN,

Railroad Commissioners of New Hampshire.

CONCORD, January 1, 1900.

REPORT.

STEAM ROADS.

VOLUME OF BUSINESS.

The business depression which so diminished the earnings of all American railroads, and seriously crippled those that were not very strong in 1893 and 1894, was not overcome until the spring of 1899, when the recovery came suddenly and with great force.

The returns, therefore, for the year ending June 30, 1899, cover but a few weeks of prosperity and show but a moderate improvement in earnings. Since then, however, our roads have had an immense traffic especially in freight, the volume of which has been fully up to their ability to handle it promptly.

In 1897 the Boston & Maine transported 32,658,341 passengers and 9,892,705 tons of freight; in 1898, 32,176,210 passengers and 10,271,895 tons of freight; in 1899, 31,607,156 passengers and 10,644,376 tons of freight.

In 1897 the Fitchburg transported 7,046,591 passengers and 4,491,201 tons of freight; in 1898, 6,879,314 passengers and 4,885,660 tons of freight, and in 1899, 6,818,630 passengers and 5,211,203 tons of freight.

In 1897 the Atlantic & St. Lawrence transported 268,364 passengers and 1,178,201 tons of freight; in 1898, 300,840 passengers and 1,362,513 tons of freight, and in 1899, 228,762 passengers and 1,469,286 tons of freight.

In 1897 the Maine Central carried 2,005,172 passengers and 2,687,603 tons of freight; in 1898, 2,071,131 passengers and 2,747,021 tons of freight, and in 1899, 2,136,470 passengers and 3,217,809 tons of freight.

The gross transportation earnings of the Boston & Maine were \$19,640,846.30 in 1897, \$19,742,945.91 in 1898, and \$19,890,607.51 in 1899.

The gross earnings of the Fitchburg were \$7,155,768.45 in 1897, \$7,359,470.06 in 1898, and \$7,647,080.16 in 1899.

The gross earnings of the Atlantic & St. Lawrence were \$1,131,744.28 in 1897, \$1,246,734.91 in 1898, and \$1,175,754.85 in 1899.

The gross earnings of the Maine Central were \$4,923,335.91 in 1897, \$4,758,801.23 in 1898, and \$5,022,097.50 in 1899.

Taken together the earnings of these four systems which include nearly all the steam railroad mileage of the state were respectively \$32,851,694.94 in 1897, \$33,107,952.11 in 1898, and \$33,735,540.02 in 1899.

MILEAGE.

There was no addition to the mileage during the year, which was 1,171 June 30, but the trackage was considerably increased by the construction of needed sidings.

REPAIRS, RENEWALS, AND EQUIPMENT.

Notwithstanding the commercial and financial stringency of the railroad year, 1899, nearly the usual amounts were expended by our railroads in renewals, repairs, and equipment, and the physical condition of their properties was not allowed to deteriorate.

The Boston & Maine laid in this state 516,214 new ties, 2,892 tons of new and 3,637 tons of old steel rails; the Maine Central, 48,853 ties and 560 tons of new steel rails; the Atlantic & St. Lawrence, 35,617 ties and 610 tons of new steel, and the Fitchburg, 24,075 ties and 400 tons of new steel.

Commodious and attractive stations were erected at West Lebanon, North Haverhill, Powow River, and Parker's by the Boston & Maine, and the roadways, tracks, and bridges upon all the systems were kept in good repair.

Details will be found in the returns of the corporations printed in Part II of this report.

DIVIDENDS.

In 1893, the gross income of the Boston & Maine having been lessened by the business depression \$1,200,000 from that of

some previous years, the directors reduced the common stock dividends from 8 to 6 per cent. Last fall they felt authorized to restore one half the reduction and declared a semi-annual dividend of $3\frac{1}{2}$ per cent. With this exception, dividend rates have not been changed.

All rentals of leased roads including interest on bonds, dividends on stock, taxes, and other fixed charges have been promptly paid by their lessees.

RECONSTRUCTION OF THE EASTERN.

Having acquired by purchase the Eastern in New Hampshire, the Boston & Maine decided to construct a second track and separate the grades upon the highway crossings between Newburyport and Portsmouth and proceeded at once to bring about these changes. The improvements involve an expense of about \$400,000 for the construction of the track, purchase of necessary land, and damage to those whose property will be injured by separating the grades, all of which is borne by the corporation. The work will be completed early this year.

As will be seen by reference to the Findings and Decisions of this board, printed elsewhere in this report, we have co-operated as far as we could with the officers of the road in these betterments by authorizing the changes necessary in the highways and determining as has seemed best the character and construction of the approaches to the crossings after the grades are separated, as we shall do whenever opportunity offers to secure like improvements. In our judgment, no change in the physical condition of our railroads in recent years is more commendable than this which secures to the road and its patrons a double track and abolishes for all time thirteen grade crossings that have been a menace to life and property from the day they were built, and does it without any expense to the towns through which the road runs.

CONSOLIDATION.

During the calendar year 1899 the Boston & Maine has purchased the property rights and franchises of the Eastern Railroad in New Hampshire, extending 16.08 miles from the state

line of Massachusetts to the state line of Maine; the Portsmouth & Dover Railroad, 11 miles from Portsmouth to Dover, and the Portland & Rochester Railroad, from Rochester to Portland. Me., 52 miles, paying therefor in Boston & Maine stock issued for that purpose as follows:

For the 7,387½ shares of the Eastern Railroad in New Hampshire, 4,801 875-1000 shares of Boston & Maine; for 7,690 shares of the Portsmouth & Dover, 5,915 shares of Boston & Maine, and for the 5,920 shares of the Portland & Rochester, an equal number of Boston & Maine shares. These purchases terminate the corporate existence of the three roads by merging them in the Boston & Maine, to which the Eastern and Portsmouth & Dover were previously leased, and with a like purchase of the Portland, Saco & Portsmouth in Maine gives the Boston & Maine complete ownership of both its lines from Boston to Portland.

SAFETY APPLIANCES.

The Boston & Maine has completed the equipment of its locomotives and cars with the automatic couplers and power brakes required by the act of congress, having expended for this purpose since July 1, 1895, nearly \$800,000, all of which has been charged to operating expenses.

The Maine Central has also practically met the requirements of the law at a cost of about \$300,000, and the Fitchburg has little to do to complete its equipment with safety appliances.

As to the progress of the work upon the Atlantic & St. Lawrence we are not informed, but assume that it has not been neglected.

With the universal use of these safety devices the danger to trainmen from overhead bridges is greatly lessened and the reason for requiring these structures to be so built as to leave a clear space of twenty-one feet between the roof and the rails in a great measure disappears. The board has, therefore, upon petition, exercised the power given it by the law to authorize the construction of bridges of less height upon the Manchester & Milford branch and at some points on other roads.

THE MANCHESTER & MILFORD.

The protracted controversy over a proposed railroad from Manchester to Milford, which had engaged the attention of the public, the legislature, the courts, and the commission for years, resulted in the passage of an act by the legislature of 1899 authorizing the Concord & Montreal to construct a branch from some point on its Manchester & North Weare branch to Milford village, with a provision that if this privilege was not used before December 1, 1900, it should pass to certain parties who had long sought to obtain a charter for a road over the same route. As soon as the weather permitted, the Boston & Maine, as the lessee of the Concord & Montreal, surveyed several routes between Manchester and Milford and adopted as the most feasible one from a point on the Manchester & North Weare branch, near Grasmere station, and thence in the towns of Goffstown, Bedford, Merrimack, Amherst, and Milford to a junction with the Wilton and Fitchburg roads in Milford village. The line was then located, the necessary land was procured by purchase or condemnation, and the masonry and grading are now about half completed. The new track will be eighteen and a half miles in length, and with the section of the North Weare branch below Grasmere junction, which is to be used to make a connection with the Manchester station, will make a road about twenty-three miles long. It will be opened for business this year.

That it will ever carry a heavy traffic is not probable, but it will afford direct and easy communication between the city of Manchester and the western towns of Hillsborough county and satisfy a public demand that has been earnest and persistent. Its cost is estimated at \$400,000, which is to be met by the sale of Concord & Montreal bonds.

COKE FUEL.—OILED ROADBEDS.

Two highly successful experiments, designed to save passengers from the discomfort and damage caused by smoke, cinders, and dust, have been undertaken by the Boston & Maine and are thus described in its report to its stockholders:

The need of a more cleanly substitute for bituminous coal as fuel for passenger locomotives, and one that will minimize the present risk of fires from locomotive sparks thrown upon property adjacent to the roadway, has long been felt. To use anthracite coal has, until recently, been the only alternative, but this, while much more expensive, is difficult of use under ordinary conditions, and is, upon the whole, far from satisfactory. Within the past few months the New England Gas & Coke Company, whose works are near this company's tracks in Everett, commenced the production of coke of high grade, which was offered us in such quantities and upon such favorable terms that the experiment of its extensive use in passenger locomotives was at once undertaken. One hundred passenger and switching locomotives are now being regularly and exclusively fired with coke, and the results have been so satisfactory in every detail that its use is to be extended to a larger part of the passenger service as rapidly as the slight changes necessary thereto can be made. Experience has demonstrated that its cost will not exceed greatly, if at all, that of bituminous coal, while its general superiority in steam-producing qualities, and its freedom from smoke, dust, cinders, and sparks, justify the belief that the extent of its introduction on other parts of the Boston & Maine system will be limited only by the quantity the manufacturer can supply.

The somewhat recently discovered method of laying the dust of the roadway by sprinkling with oil has also been quite extensively tried on various sections of the system. The material used is one of the by-products of petroleum distillation, which is spread upon the roadway by means of a sprinkling device attached to a flat car, pushed ahead of a locomotive at a speed of about three miles an hour. The first application penetrates the surface of the roadway to the depth of about three inches, and its viscous consistency retards its evaporation, and gives permanent and satisfactory results in laying and adhering together the dust particles that under normal conditions are thrown up in clouds by the motion of passing trains. About two thousand gallons of the fluid are required for each mile of single track, costing at the present price of the material, including the patentee's royalty, about one hundred dollars a mile. Present experience indicates that an additional sprinkling will be necessary in each of the two succeeding years, and that thereafter no further sprinkling will be required for a period of at least five years. This treatment has thus far been applied only on those parts of the system where passenger traffic is most dense, and passenger trains most frequent. About four hundred miles of track have thus far been sprinkled.

This combination of coke-burning locomotives and oil-sprinkled track has immeasurably increased the comfort of the road's customers, and there is good ground for believing that the adoption of these two improvements in operation will result in such savings in wear and tear of equipment and structures, in weeding and other track work, and will so diminish spark fires, that their added cost will be thereby largely, if not wholly, offset in the operating expense account.

ELECTRIC ROADS.

The legislature of 1899 granted special charters for eight electric street roads: The Alton & Gilmanton, from Alton Bay to any point in the town of Gilmanton; the Claremont, between any points in the town of Claremont; the Derry & Pelham, from Derry Depot through the towns of Derry, Londonderry, Windham, and Pelham to the Massachusetts line; the Gilmanton & Barnstead, from any point in Gilmanton to any point in Barnstead; the Hudson, Pelham & Salem, from the Merrimack river in Hudson through the towns of Hudson, Pelham, Windham, and Salem to the Massachusetts line; the Meredith & Ossipee, from the steam railroad station in Meredith through the towns of Meredith, Center Harbor, Moultonborough, Sandwich, Tamworth, and Ossipee to the Boston & Maine Railroad in Ossipee; the Mont Vernon & Milford, from Milford village to any point in Mont Vernon, and the Troy, from the Fitchburg Railroad to the quarries of the Granite Company. It also authorized the Manchester Street Railway to extend its road to Goffstown, extended the charters of the Keene road, and granted a charter to the Exeter, Hampton & Amesbury, with authority to consolidate in this corporation the Exeter & Hampton Street Railway, the Hampton & Amesbury Railway, and the Rockingham Electric companies.

All these street railway companies were authorized to occupy the highways, to issue stock and bonds, to construct and maintain dams and power-houses, and given all the rights, privileges, and immunities that were asked for, but neither has built a rod of road or, so far as we are informed, taken any steps towards the use of its charter, for the reason that the grantees have not been able to convince capitalists that the enterprises could be made to pay.

The only new electric road construction of the year has been an extension of the Laconia road from Lakeport to the Weirs, another along Hampton Beach by the Exeter, Hampton & Amesbury Corporation, a short one in Manchester, and the production of a road from Portsmouth to Rye Center by the Boston & Maine. A petition for the approval of the issue of stock and bonds necessary to the construction of a road from Berlin to a point in Gorham, under a charter granted by the court upon the finding of the commission that the public good required it, is now pending before the board.

The Laconia road was extended from Lakeport to the Weirs to accommodate summer travel, and during the tourist season the extension had a paying patronage, but with the close of that season its business entirely disappeared, and the board, upon petition, authorized the managers to discontinue its operation until May 1, 1900.

Early in the summer the court referred to the board a petition of the Boston & Maine road for authority to extend its Portsmouth & Dover branch to Hampton, with an order to find the facts. An order of notice was issued and hearings were had at Rye and North Hampton, at which the following facts were established:

1. The Boston & Maine Railroad had constructed an electric road through the streets of Portsmouth and in the town of Rye to Rye Center. The Exeter & Hampton railroad had constructed a branch from Hampton Beach along the coast to the North Hampton line.

2. The petition was for authority to extend the Portsmouth road from Rye Center through the town of North Hampton around the crest of Little Boar's Head to a junction with the Exeter & Hampton at the North Hampton boundary, forming a through line from Portsmouth to Hampton Beach.

3. Little Boar's Head is a promontory extending into the sea in North Hampton, and affording a magnificent view of the ocean. At its inland base it is about half a mile wide. Its coast line is about a mile in length.

Upon this promontory, which was once a farm valued at about five thousand dollars, people have located summer

homes, erected elegant and costly buildings, and constructed beautiful grounds which are separated from the edge of the bluff only by a highway varying in width from thirty to one hundred feet. The summer population of this colony is from three hundred to four hundred and the valuation of its real estate for purposes of taxation is \$164,000, or about one third that of the entire town of North Hampton, one of the wealthiest per capita in the state.

The people of Portsmouth, Rye, North Hampton, and Hampton were practically unanimous in favor of the construction of the proposed connecting link, which will afford easy and cheap travel between the towns named and the city of Portsmouth.

The only question at issue was whether the tracks should be laid around the edge of Little Boar's Head, in the highway in front of the summer residences, or across the base of the Head in the rear of these buildings and grounds.

The witnesses from Portsmouth and Rye favored, some of them very strenuously, the coast line route, selected by the petitioners, upon the ground that it would afford a matchless view of the sea. The citizens of the western part of North Hampton, while favoring the road, were generally indifferent as to the route. Those upon the eastern side of the town and summer residents were bitterly opposed to the shore line, on which they insisted electric cars would greatly damage the property on the bluff, menace the lives of the large number of children that play there, and make the highway unsafe and unattractive for carriages. They contended that the route should be the shorter one across the base where there is no highway and a right of way must be procured by purchase, not only because cars would be an annoyance, a menace, and a pecuniary damage to them, but because in their opinion a road could not be constructed at reasonable expense upon the brow of the bluff that would be safe against the storms that sweep in from the sea, because for more than half of the year this route would not be nearly as pleasant or comfortable as the other, and because the extra cost of construction upon the bluff line, which is three times as long as the other and a damage to abutters, would be far greater than the cost of buying a location in the rear.

The only reason advanced by the petitioners for the bluff route was that a location there in the highway could be had without expense for land, and that passengers could while passing there obtain for three or four minutes a view which could not be had upon any other.

The board did not feel that upon this showing it would be justified in finding that the public good required the construction of the road upon the route proposed, and at its suggestion an adjournment was had and the petition was amended so as to locate the road across the base of the bluff instead of upon the shore line. With this change, by the consent of all the parties in interest, a favorable report was made and a charter was granted by the court. It is expected that the road from Rye Center to the Hampton line will be constructed next summer, making, with the Exeter, Hampton & Amesbury, with which it will connect, a through line from Portsmouth to Hampton and thence to Amesbury, Newburyport, and the other eastern Massachusetts cities.

VESTIBULES.

The legislature of 1899 passed an act imposing upon this board the duty of determining to what extent cars used upon electric roads in this state should be provided with vestibules and what the character of vestibules should be.

After several public hearings and much investigation, it was ordered that all cars making regular round trips of more than fifteen minutes during the months of December, January, February, and March should be vestibuled. This order was promptly complied with by the managers of the roads and the improvement is now in general use in this state. Experience thus far has abundantly justified the change.

The appearance of the cars is much better, the passengers are much more comfortable, and conductors and motormen are shielded from the winter weather which, when they worked upon open platforms, severely tested their powers of endurance, made them the objects of the pity of the public, and subjected their employers to bitter criticism.

None of the objections urged have been found to be important. No accidents have resulted from the use of vestibules. No serious inconvenience has attended ingress or egress through them, and the testimony of motormen is that even in a storm when the windows are partially covered with snow or rain they can see as well and handle themselves better than they could when exposed as they were formerly. The law and the order of the board will be found in Part IV.

BUSINESS OF THE YEAR.

The gross receipts and net earnings of all our completed street roads were larger in 1899 than in any previous year. Omitting the Laconia, which was being converted into an electric and extended, and the Exeter, Hampton & Amesbury and the Portsmouth, which were in process of construction, the footings for the year, as shown by the corporation returns, are as follows:

STREET RAILWAY STATISTICS.

YEAR ENDING JUNE 30, 1899.

	Capital Stock.	Bonded Debt.	Floating Debt.	Earnings.	All Expenses.
Concord	\$100,000	\$118,500	\$12,325.00	\$57,364.02	\$56,220.37
Chester & Derry	50,000	50,000	7,301.46	10,340.23	10,314.63
Nashua	250,000	150,000	57,136.75	62,384.34	54,383.52
Manchester	170,000	250,000	36,559.95	162,074.43	162,435.77
Union	100,000	100,000	6,077.65	36,492.78	29,876.70
Totals	\$670,000	\$668,500	\$119,400.81	\$328,565.80	\$313,230.99

The expense account of the Manchester includes \$20,437.18 for old accident claims. Making due allowance for this, the total payments of the five completed roads, including operating expenses, taxes, interest, and incidentals, were \$292,793.81, and the receipts were \$328,565.80, a net income of \$35,771.99, or about five and a third per cent on the capital stock, which is \$670,000.

No stock dividends were paid, the divisible income being applied to the payment of floating indebtedness.

RAILROAD TAXES, 1899.

NAMES OF ROADS.	Valuation.	Amount in towns.	Value for taxation.	Tax.
Boston & Lowell.....	\$80,000	\$9,150	\$50,850	\$849.20
Boston & Maine.....	3,370,000	84,640	3,285,360	54,865.51
Concord & Claremont.....	600,000	3,900	596,100	9,954.87
Concord & Montreal.....	6,560,000	135,435	6,424,665	107,291.91
Concord & Portsmouth.....	600,000	.....	600,000	10,020.09
Connecticut River.....	225,000	14,450	210,550	3,516.18
Eastern.....	425,000	75,266	349,734	5,840.56
Fitchburg.....	1,635,000	33,785	1,601,215	26,740.29
Grand Trunk.....	400,000	11,900	388,100	6,481.27
Manchester & Lawrence.....	1,500,000	3,296	1,496,704	24,994.96
Manchester & North Weare.....	80,000	.....	80,000	1,336.00
Mount Washington.....	100,000	.....	100,000	1,670.00
Nashua, Acton & Boston.....	20,000	2,000	18,000	300.60
Nashua & Lowell.....	400,000	27,700	372,300	6,217.41
Northern.....	2,250,000	11,300	2,238,700	37,386.29
Pemigewasset Valley.....	160,000	.....	160,000	2,672.00
Peterborough.....	50,000	800	49,200	821.64
Peterborough & Hillsborough.....	70,000	.....	70,000	1,169.00
Portsmouth & Dover.....	100,000	.....	100,000	1,670.00
Portland & Ogdensburg.....	300,000	500	299,500	5,001.65
Portland & Rochester.....	30,000	3,000	27,000	450.90
Profile & Franconia Notch.....	100,000	.....	100,000	1,670.00
Sullivan County.....	700,000	.....	700,000	11,690.00
Suncook Valley.....	140,000	4,600	135,400	2,261.18
Tilton & Belmont.....	16,000	.....	16,000	267.20
Upper Coös.....	80,000	.....	80,000	1,336.00
Whitefield & Jefferson.....	125,000	.....	125,000	2,067.50
Wilton.....	250,000	2,150	247,850	4,139.09
Worcester, Nashua & Rochester.....	1,200,000	13,900	1,186,100	19,807.87
Concord Street Railway.....	45,000	1,000	44,000	734.80
Laconia Street Railway.....	30,000	10,598	19,402	324.01
Manchester Street Railway.....	275,000	2,500	272,500	4,550.75
Nashua Street Railway.....	50,000	4,516	45,484	759.58
Totals.....	\$21,946,000	\$456,286	\$21,489,714	\$358,878.22

PART II.

RAILROAD RETURNS.

REPORT

OF THE

ATLANTIC & ST. LAWRENCE RAILROAD COMPANY*

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$1,175,754.85
Less operating expenses	1,059,730.30
Income from operation	\$116,024.55
Miscellaneous income—less expenses	1,708.75
Total income	\$117,733.30
Deductions from income:	
Interest on funded debt accrued during the year	\$206,280.00
Taxes	39,821.40
Total deductions from income	246,101.40
Net deficit	\$128,368.10
Dividends declared, 6 per cent on common stock	330,598.00
Deficit for the year ending June 30, 1899	\$458,966.10

EARNINGS FROM OPERATION.	
Total passenger revenue	\$227,501.89
Mail	25,432.40
Express	22,772.74
Total passenger earnings	\$275,707.03
Total freight earnings	900,047.82
Total gross earnings from operation	\$1,175,754.85

* Including extension to Canadian boundary line and Norway branch.

OPERATING EXPENSES.	
Maintenance of way and structures:	
Repairs of roadway	\$120,537.64
Renewals of rails	44,682.35
Renewals of ties	42,279.70
Repairs of bridges and culverts	11,118.84
Repairs of fences, road crossings, signs, and cattle guards	3,431.43
Repairs of buildings	27,700.39
Repairs of docks and wharves	19,691.00
Repairs of telegraph	145.63
Stationery and printing	53.46
Total	\$269,640.44
Maintenance of equipment:	
Superintendence	\$9,614.26
Repairs and renewals of locomotives	46,155.82
Repairs and renewals of passenger cars	17,730.70
Repairs and renewals of freight cars	53,136.19
Repairs and renewals of work cars	1,960.96
Shop, machinery, tools, etc.	4,474.85
Stationery and printing	364.19
Other expenses	5,362.14
Total	\$138,799.11
Conducting transportation:	
Superintendence	\$13,355.45
Wages of enginemen, firemen, and roundhouse-men	111,902.66
Fuel for locomotives	207,052.78
Water supplies for locomotives	4,344.31
All other supplies for locomotives	5,903.31
Wages of other trainmen	77,468.83
All other train supplies	9,353.50
Wages of switchmen, flagmen, and watchmen	28,373.88
Expense of telegraph, including train dispatchers and operators	22,778.92
Wages of station agents, clerks, and laborers	77,291.12
Station supplies	8,182.57
Car mileage, balances	18,713.51
Hire of equipment, balance	912.56
Loss and damage	136.25
Injuries to persons	4.00
Clearing wrecks	936.17
Stationery and printing	3,085.39
Total	\$589,795.21

General expenses:	
Salaries of officers	\$5,246.62
Salaries of clerks	9,301.25
General office expenses and supplies	2,551.50
Agencies, including salaries and rent	19,457.80
Advertising	3,809.38
Commissions	4,438.16
Insurance	5,921.00
Expense of stock yards and elevators	759.20
Legal expenses	6,702.49
Stationery and printing	1,044.31
Other general expenses	2,263.83
Total	\$61,495.54
Recapitulation of expenses:	
Maintenance of way and structures	\$269,640.44
Maintenance of equipment	138,799.11
Conducting transportation	589,795.21
General expenses	61,495.54
Grand total	\$1,059,730.30
Percentage of operating expenses to earnings	90.13

GENERAL BALANCE SHEET.

Cost of road	\$8,922,000.00
Capital stock, common	\$5,484,000.00
Funded debt	3,438,000.00
Total	\$8,922,000.00

CAPITAL STOCK.

Capital stock authorized by charter and acts of legislature	\$5,484,000.00
Capital stock authorized by votes of company	5,484,000.00
Capital stock issued (number of shares: 11,285 sterling; 215 federal; 35 fractions).	
Total amount paid as per books of the company	5,484,000.00
Total number of stockholders	1,630
Number of stockholders in New Hampshire	1
Amount of stock held in New Hampshire	\$100.00

FUNDED DEBT.		
Funded debt as follows:		
First mortgage bonds due 1884;		
rate of interest, 6 per cent		\$1,499,916.00
Interest paid on same during year	\$89,994.96	
Second mortgage bonds due 1891;		
rate of interest, 6 per cent		712,932.00
Interest paid on same during year	42,775.92	
Third mortgage bonds due 1909;		
rate of interest, 6 per cent		786,984.00
Interest paid on same during year	47,219.04	
Balance on exchange of bonds		168.00
Interest paid on same during year	10.08	
	<u>\$180,000.00</u>	
Island Pond to Canadian boundary line:		
Island Pond debentures, 6 percent,		
90,000 pounds sterling		438,000.00
Interest paid on same during year	26,280.00	
	<u>\$206,280.00</u>	
Total amount of funded debt		<u>\$3,438,000.00</u>
PASSENGER, FREIGHT, AND TRAIN MILEAGE.		
Passenger traffic:		
Number of passengers carried earning revenue		228,762
Number of passengers carried one mile		10,983,923
Average distance carried, miles		48
Total passenger revenue		\$227,501.89
Average amount received from each passenger		.99449
Average receipts per passenger per mile . . . . .		.02071
Passenger earnings per mile of road		1,547.05
Passenger earnings per train mile . . . . .		.71963
Freight traffic:		
Number of tons carried of freight earning revenue		1,469,286
Number of tons carried one mile		171,344,811
Average distance haul of one ton, miles		117
Total freight revenue		\$900,047.82
Average amount received for each ton of freight		.61257
Average receipts per ton per mile . . . . .		.00525
Freight earnings per mile of road		5,403.10
Freight earnings per train mile		1.02089

Train mileage:	
Miles run by passenger train	383,099
Miles run by freight trains	881,561
Miles run by mixed trains	91
 Total mileage trains earning revenue	 1,264,751
Miles run by switching trains	253,495
Miles run by construction and other trains	97,989
 Total train mileage	 1,616,235
 RATES OF FARE.	
Average rate of fare per mile received for local tickets	2.048 cents
Average rate of fare per mile received for commutation tickets	1.505 "
Average rate of fare per mile received for mileage / tickets	2.000 "
Average rate of fare per mile received for season tickets	0.867 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies	2.154 "
 RATES OF FREIGHT.	
Average rate per ton per mile received from freight way-billed local	1.402 cents
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies	0.495 "
 DESCRIPTION OF ROAD OWNED.	
Main line of road from Canadian boundary line to Portland, Me.	165.22 miles
Main line of road in New Hampshire	52.06 "
Main line of road in Vermont	30.56 "
Main line of road in Maine	82.60 "
Total road belonging to this company	165.22 "
Sidings and other track not before enumerated	62.13 "
Same in New Hampshire	12.80 "
Total length of track owned, computed as single track	227.35 "
Same in New Hampshire	64.86 "
Total length of tracks laid with steel rails	227.35 "
(Weights per yard, 65 to 80 lbs.)	

Roads and branches belonging to other companies, operated by this company under lease or contract, the operations of which are included in this return.

Norway branch	1.36 miles
Total length of above road in Maine	1.36 "
Total miles of road operated by this company	166.58 "
Total miles of road operated by this company in New Hampshire	52.06 "
Number of stations in New Hampshire, on all roads operated by this company	12
Number of telegraph offices in same	10
Number of stations on all roads owned by this company	39
Same in New Hampshire	12

EQUIPMENT.

Equipment furnished by the lessees.

LIST OF ACCIDENTS.

	From causes beyond their own control in New Hampshire.		From their own misconduct or carelessness in New Hampshire.		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....			1		1			
Employees.....		8	1	12	1	15		
Others.....			2	5	2	5		
Total.....		3	4	17	4	20		

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

Passengers killed:		
Jumping off train in motion		1
Employees killed:		
Found on track		1
Others killed:		
Found on track		1
Stealing a ride		1

Employees injured:

Coupling	5	
Falling from train	4	
Unloading freight	2	
Semaphore cable broke	1	
Rough shunting	1	
Foot caught in frog	1	
Struck by engine	1	
	—	15

Others injured:

Found on track	2	
Struck by car at station	1	
Stealing a ride	1	
Struck on crossing	1	
	—	5

GENERAL INFORMATION.***Highway and railroad crossings in New Hampshire
on miles of road owned.***

Number of crossings on highways at grade	25
Number of crossings on highways over railroad	3
Number of crossings on highways under railroad	1
Number of highway bridges 18 feet above track	2
Number of highway bridges less than 18 feet above track	1
Height of lowest bridge above the rails	16 ft. 3 in.
Number of crossings at which there are neither signals nor flagmen	25
Number of railroad crossings at grade (Maine Central Railroad)	1
Number of railroad crossings under other rail- roads (Boston & Maine Railroad)	1

Bridges on roads operated in New Hampshire.

Total length of pile and trestle bridging	193 feet
Bridges extensively repaired:	
12 x 12 guard timbers bolted on ends of ties to equalize the strain on floor beams	4
Total amount expended for repairs and renewals of bridges	\$463.16
Number of new ties laid in New Hampshire:	
Hard pine	16,444 ties
Soft pine	10,289 "
Cedar No. 1	8,724 "
Cedar culls	160 "
Total	35,617 ties

Tons of steel rails laid in New Hampshire . . .	610.26
Side tracks laid in New Hampshire . . .	273 feet

NAMES AND RESIDENCES OF OFFICERS.

Charles M. Hays, *President*, Montreal, P. Q.; George P. Wescott, *Vice-President*, Portland, Me.; C. A. Hight, *Solicitor*, Portland, Me.; H. W. Walker, *General Auditor*, Montreal, P. Q.; F. H. McGuigan, *General Superintendent*, Montreal, P. Q.; Jno. W. Loud, *General Freight Agent*, Montreal, P. Q.; W. E. Davis, *General Passenger and Ticket Agent*, Montreal, P. Q.; W. W. Duffett, *Treasurer and Clerk of Corporation*, Portland, Me.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Charles M. Hays, Montreal, P. Q.; George P. Wescott, Portland, Me.; Franklin R. Barrett, Portland, Me.; W. W. Duffett, Portland, Me.; Stephen R. Smale, Portland, Me.; William W. Brown, Portland, Me.; Edward A. Noyes, Portland, Me.; George B. Reeve, Montreal, P. Q.; Philip G. Brown, Portland, Me.

PROPER ADDRESS OF THE COMPANY.

ATLANTIC & ST. LAWRENCE RAILROAD COMPANY,
PORTLAND, ME.

STATE OF MAINE.

CUMBERLAND, ss. Portland, September 15, 1899. Then personally appeared George P. Wescott, vice-president, and W. W. Duffett, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

LUCIEN N. MESERVE,
Notary Public.

REPORT

OF THE

BOSTON & MAINE RAILROAD

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$20,027,248.11
Less operating expenses	13,712,613.71
	\$6,314,634.40
Income from operation	
Interest on bonds owned by Boston & Maine R. R. and leased roads	\$5,500.00
Central Massachusetts R. R., \$100,000, one year at 5 per cent	\$5,000.00
Woodsville Aqueduct Co., \$12,500, one year at 4 per cent	500.00
	\$5,500.00
Dividends on stocks owned	230,046.60
Maine Central R. R., 25,160 shares, 6%	\$150,960.00
Portland & Rochester R. R., 4,821 sh'rs, 6%	28,926.00
Portl'd & Ogdensburg R. R., 3,952 4-10 sh'rs, 2%	7,904.80
St. Johns Bridge & Ry. Ext. Co. (par \$50), 240 shares, 5%	600.00
St. Johns Bridge & Ry. Ext. Co. (special, \$10 per share), 240 sh'rs	2,400.00
Portl'nd, Saco & Ports- mouth R. R., 35 sh'rs, 6%	210.00

Eastern R. R. in New Hampshire, 15 sh'rs, 3%	\$45.00	
Portsmouth & Dover R. R., 3 sh'rs, 6%	18.00	
Owned by Conn. River R. R.: Vermont Valley R. R. (par \$50), 9,734 sh'rs, 6%	29,202.00	
Owned by C. & M. R. R.: Suncook Valley R. R., (6 months), 630% sh'rs, 6%	1,891.80	
Pemigewasset Valley R. R., 381 sh'rs, 6%	2,286.00	
New Boston R. R., 100 sh'rs, 4%	400.00	
Mt. Washington Ry., 1,099 sh'rs, 3%	3,297.00	
Owned by Conn. & Pass. Rivers R. R.: Mt. Washington Ry., 194 sh'rs, 3%	582.00	
Owned by B. & L. R. R.: Peterborough R. R., 331 sh'rs, 4%	1,324.00	
	<u>\$230,046.60</u>	
Miscellaneous income, less expenses	\$282,936.68	
Rent, tenements, land, etc., \$295,460.96, less expense, \$42,667.37	\$252,793.59	
Bridge tolls, \$8,595.10, less expense, \$1,430	7,165.10	
Interest received	18,516.31	
Sundry items	4,461.68	
	<u>\$282,936.68</u>	
Income from other sources		\$518,483.28
Total income		<u>\$6,833,117.68</u>
Deductions from income:		
Interest on funded debt accrued during the year	\$1,055,809.73	
Interest and discount on interest-bearing current liabilities	35,825.36	
Taxes, \$1,069,454.68, plus revenue stamp tax, \$36,194.29	1,105,648.97	
Rentals	3,288,589.08	

Boston & Lowell R. R.	\$771,425.50	
Concord & Montreal R. R.	759,704.25	
Connecticut River R.R.	351,600.00	
Worcester, Nashua & Rochester R. R.	250,000.00	
Connecticut & Passumpsic Rivers R. R.	213,000.00	
Northern R. R.	216,104.00	
Central Massachusetts R. R.	156,065.33	
Manchester & Lawrence R. R.	112,960.00	
Portland, Saco & Portsmouth R. R.	90,000.00	
Nashua & Lowell R. R.	73,000.00	
Lowell & Andover R. R.	52,500.00	
Portsmouth & Dover R. R.	46,140.00	
Massawippi Val. R. R.	40,000.00	
Concord & Portsmouth R. R.	25,000.00	
Eastern Railroad in New Hampshire	20,625.00	
Stony Brook R. R.	21,500.00	
Wilton R. R.	20,400.00	
Peterborough R. R.	15,700.00	
Suncook Valley R. R.	14,700.00	
Kennebunk & Kennebunkport R. R.	2,925.00	
New Boston R. R.	2,800.00	
Pemigewasset Valley R. R.	32,940.00	
	<u>\$3,289,089.08</u>	
Newport & Richford R. R., \$17,500, sublet to Canadian Pacific		
R. R., \$18,000; credit	500.00	
	<u>\$3,288,589.08</u>	
Payments to sinking funds:		
Eastern R. R., less certificates canceled	\$16,544.52	
Boston & Maine R. R.	51,285.00	
	<u>\$5,553,702.66</u>	
Total deductions from income		\$5,553,702.66
Net income		<u>\$1,279,415.02</u>

Dividends declared, payable during the year, 6 per cent on preferred stock*	\$188,988.00	
Dividends declared, payable during the year, 6 per cent on common stock†	1,045,014.00	
Total		\$1,234,002.00
Surplus for year ending June 30, 1899		\$45,413.02
Balance profit and loss account, June 30, 1899, surplus		1,713,576.71
Total profit and loss account, surplus		\$1,758,989.73
EARNINGS FROM OPERATION.		
Passenger revenue		\$8,635,951.11
Less repayments:		
Tickets redeemed	\$15,057.82	
Excess fares refunded	90,691.05	
Other payments	8,000.00	
Total deductions		113,748.87
Total passenger revenue		\$8,522,202.24
Mail		346,748.03
Express		619,173.03
Extra baggage and storage		116,145.25
Total passenger earnings		\$9,604,268.55
Freight revenue	\$10,394,770.90	
Less overcharge to shippers	108,431.94	
Total freight revenue	\$10,286,338.96	
Other items:		
Grain elevators	46,429.89	
Eastern transfer	4,646.61	
Total freight earnings		10,337,415.46
Total passenger and freight earnings		\$19,941,684.01

* Preferred, Sept. 1, 1898, 3 per cent on 31,498 shares, \$94,494.00

" Mar. 1, 1899, 3 " on 31,498 shares, 94,494.00

\$188,988.00

† Common, July 1, 1898, 1½ per cent on 174,169 shares, \$261,253.50

" Oct. 1, 1898, 1½ " on 174,169 " 261,253.50

" Jan. 2, 1899, 1½ " on 174,169 " 261,253.00

" Apr. 1, 1899, 1½ " on 174,169 " 261,253.50

\$1,045,014.00

Other earnings from operation:

Telegraph companies	\$4,208.04	
Rents from yards, tracks, and terminals	76,694.80	
Steamer Mt. Washington	4,661.26	
Total other earnings		\$85,564.10
Total gross earnings from operation		\$20,027,248.11

OPERATING EXPENSES.**Maintenance of ways and structures:**

Repairs of roadway	\$1,613,794.61
Renewals of rails	101,118.89
Renewals of ties	390,023.36
Repairs of bridges and culverts	225,362.14
Repairs of fences, road crossings, signs, and cattle guards	103,295.09
Repairs of buildings	347,099.23
Repairs of docks and wharves	4,280.20
Repairs of telegraph	7,635.78
Other expenses	635.17
Total	\$2,793,244.47

Maintenance of equipment:

Repairs and renewals of locomotives, including \$210,332.79, account new locomotives	\$752,821.03
Repairs and renewals of passenger cars, including \$16,508.96, account new passenger cars	526,963.12
Repairs and renewals of freight cars, including \$145,508.56, account new freight cars	674,890.93
Shop, machinery, tools, etc.	70,929.75
Other expenses	378.19
Total	\$2,025,983.02

Conducting transportation:

Wages of enginemen, firemen, and roundhouse-men	\$1,232,782.38
Fuel for locomotives	1,541,244.55
Water supplies for locomotives	87,841.69
All other supplies for locomotives	44,513.97
Wages of other trainmen	1,097,853.68
All other train supplies	149,406.22
Wages of switchmen, flagmen, and watchmen	719,916.31
Expense of telegraph, including train dispatchers and operators	196,065.91

Wages of station agents, clerks, and laborers	\$2,010,868.34
Station supplies	220,350.70
Car mileage, balances	313,530.73
Loss and damage	44,352.15
Injuries to persons	195,773.55
Steamboats, expenses of, including wages, fuel, and supplies, "floats"	3,854.68
Other expenses	7,881.57
Total	<u>\$7,866,236.43</u>
General expenses:	
Salaries of officers	\$163,838.33
Salaries of clerks	256,399.75
General office expenses and supplies	50,826.37
Agencies, including salaries and rent, advertis- ing	63,065.82
Insurance	99,301.97
Expense of fast freight lines	20,049.03
Rents for tracks, yards, and terminals	49,080.55
Rentals not otherwise provided for	18,100.00
Legal expenses	147,512.82
Stationery and printing	112,118.16
Other general expenses	46,856.99
Total	<u>\$1,027,149.79</u>
Recapitulation of expenses:	
Maintenance of way and structures	\$2,793,244.47
Maintenance of equipment	2,025,983.02
Conducting transportation	7,866,236.43
General expenses	1,027,149.79
Grand total	<u>\$13,712,613.71</u>
Percentage of operating expenses to earnings	68.47
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING YEAR.	
Lands, land damages, and fences	\$18,866.16
Purchase of Eastern Railroad in New Hampshire, with Boston & Maine common stock	480,517.50
Elimination of grade crossings	62,927.20
Total for construction	<u>\$562,310.86</u>
Other expenditures charged to property account:	
Bonds of St. Johnsbury & Lake Champlain R. R. (par)	\$73,000.00

Bonds of Woodsville Aqueduct Co. (\$3,900)	\$4,019.50	
71 shares stock of Eastern R. R. in New Hampshire	7,836.65	
200 shares stock of Portsmouth Bridge Co. (par \$100)	2,000.00	
Somerville, marsh land	9,803.49	
Land in:		
Lynn, Mass.	202.91	
Charlestown, Mass.	37,303.60	
Malden, Mass.	6,452.25	
Everett, Mass.	10,001.99	
Chelsea, Mass.	7,500.00	
Beverly, Mass.	3,300.00	
Biddeford, Me.	3,350.00	
Portland, Me.	2,617.00	
Dover	3,500.00	
Rochester	2,200.00	
Hillsborough	1,700.64	
Newburyport, Mass.	1,650.00	
Georgetown, Mass.	850.00	
Rockport, Mass.	500.00	
Newbury, Mass.	300.00	
Arlington, Mass.	50.00	
East Cambridge, Mass.	16,443.95	
		\$194,581.98
Total charges to property accounts		\$756,892.84
Property sold and credited property accounts during the year:		
46 shares Boston & Maine stock exchanged for stock of Eastern Railroad in New Hampshire	\$7,784.35	
Harbor Transfer Barge (Boston & Maine interest sold)	5,000.00	
Land at Peabody, Mass., sold	600.00	
Land transferred to construction account	1,210.00	
		14,594.35
Total credits to property accounts		\$742,298.49
Net addition to property account for the year		
GENERAL BALANCE SHEET.		
Cost of road		\$32,913,270.40
Cost of equipment		4,578,149.91

Bonds of:

Newburyport R. R., \$300,000 . . .	\$298,464.95
Danvers R. R., \$125,000 . . .	125,000.00
St. Johnsbury & Lake Champlain R. R., \$432,000 . . .	432,000.00
Central Massachusetts R. R., \$100,000 . . .	100,000.00
Woodsville Aqueduct Co., \$3,900 . . .	4,019.50

Total bonds	\$959,484.45
-----------------------	--------------

Stocks of:

Maine Central R. R., 25,160 shares	\$2,516,000.00
Boston & Maine R. R., 13,168 sh's	1,577,971.56
Portland & Rochester R. R., 4,821 shares	482,050.00
York Harbor & Beach R. R. (par \$50), 4,971 shares	248,550.00
Portland & Ogdensburg R. R., 3,952 4-10 shares	146,238.80
Franklin & Tilton R. R., 1,250 sh's	123,000.00
Portland Union Railway Station Co., 250 shares	25,000.00
Portland, Mt. Desert & Machias Steamboat Co. (par \$50), 300 shares	15,000.00
Portland, Saco & Portsmouth R. R., 35 shares	4,375.00
St. Johnsbury & Lake Champlain R. R. (par \$50), 809 shares	4,303.56
Newburyport R. R., 1,368 shares	4,104.00
Danvers R. R., 471 shares	2,345.00
Eastern Railroad in N. H., 86 sh's	8,736.65
St. Johns Bridge and Ry. Ext. Co. (par \$50), 240 shares	684.00
Portsmouth & Dover R. R., 3 sh's	390.00
Concord & Claremont, N. H., R. R., 30 shares	600.00
Portsmouth Bridge Co., 200 sh's	2,000.00

Total stocks	5,163,348.57
------------------------	--------------

Land in:

Real estate, Nashua	\$215,197.55
Real estate, Fabyans	1,631.98
Dover	13,183.69
Old Orchard, Me.	7,648.52
Portland, Me.	19,084.50
Saco and Biddeford, Me.	23,350.00
Wakefield, Mass.	3,300.00
Chelmsford, Mass.	1,500.00
Lowell, Mass.	4,613.80
Newburyport, Mass.	4,400.00

Bar Harbor, Me.	\$45,104.37	
Manchester, Mass.	4,325.00	
East Boston, Mass.	20,625.00	
Somerville, Mass.	408,618.74	
Lynn, Mass.	72,887.90	
Charlestown, Mass.	173,766.74	
Melrose Highlands, Mass.	6,000.00	
Northampton, Mass.	60,375.94	
Beverly, Mass.	9,274.25	
Harrisville	150.00	
Portsmouth	4,725.70	
Marlborough	65.00	
Marblehead, Mass.	8,606.74	
Peabody, Mass.	2,126.25	
East Cambridge, Mass.	43,615.68	
Arlington, Mass.	5,276.92	
Malden, Mass.	18,112.51	
Rockport, Mass.	8,370.57	
North Cambridge, Mass.	174.36	
Everett, Mass.	10,045.29	
Clifton, Mass.	4,565.00	
Wellington, Mass.	9,100.00	
Hillsborough	1,700.64	
Rochester	2,200.00	
Chelsea, Mass.	7,500.00	
Newbury, Mass.	300.00	
Georgetown, Mass.	850.00	
		\$1,222,372.64
Steamer Mt. Washington	\$73,455.32	
Richford, Vt., elevator	52,261.43	
		125,716.75
Total permanent investments		\$44,962,342.72
Cash	\$1,927,985.99	
Bills receivable	692,686.88	
Due from agents	776,249.84	
Due from solvent companies and other individuals	2,418,491.26	
Total cash and current assets		5,815,413.97
Other assets:		
Materials and supplies	\$1,485,745.45	
Sinking funds	868,512.32	
Elimination of grade crossings in process	96,477.20	
Central Massachusetts R. R. con- struction, etc.	367,718.40	
Total other assets		2,818,453.37
Total		\$53,596,210.06

Capital stock, common:		
Boston & Maine	\$19,064,200.00	
Boston & Maine scrip	7,096.72	
Eastern R. R. in New Hampshire	148,395.00	
Eastern R. R. in Massachusetts	83.28	
	<u>\$19,219,775.00</u>	
Capital stock, preferred	3,149,800.00	
Total capital stock		\$22,369,575.00
Funded debt		21,305,333.61
Real estate mortgages		594,800.00
Current liabilities:		
Audited vouchers and accounts	\$968,828.51	
Wages and salaries	320,622.60	
Net traffic balances due other companies	360,333.52	
Dividends not called for	21,893.75	
Matured interest coupons unpaid (including coupons due July 1)	164,052.62	
Rentals due July 1	970,339.51	
Fund to pay B. & L. R. R. bonds due July 1, 1899	620,000.00	
Concord & Montreal R. R. improvement fund	249,108.37	
Total current liabilities		3,675,178.88
Accrued liabilities:		
Accrued rentals not yet due	\$181,320.71	
Accrued interest not yet due	270,126.67	
Accrued taxes not yet due	453,694.66	
Total accrued liabilities		905,142.04
Accounts due leased r'ds at termination of leases		1,177,676.86
Suspense account		791,001.62
Profit and loss balance		1,758,989.73
Injury fund		150,000.00
Sinking fund:		
Redemption Boston & Maine R. R. bonds	\$867,728.68	
Redemption Eastern R. R. bonds	783.64	
	<u>868,512.32</u>	
Total		\$53,596,210.06

PRESENT OR CURRENT LIABILITIES NOT INCLUDED
IN THE BALANCE SHEET.

Bonds of Portland Union Ry. Station Co., principal and interest guaranteed by Boston & Maine and Maine Central Railroads	\$300,000.00
Bonds of St. Johnsbury & Lake Champlain R. R., principal and interest guaranteed by Boston & Maine R. R.	1,328,000.00
Interest guaranteed on bonds of the Portland & Rochester R. R., \$113,500.	
Interest guaranteed on bonds of Manchester & Lawrence R. R., \$274,000.	
Total	\$1,628,000.00

CAPITAL STOCK.

Capital stock authorized by charter \$22,727,787.50	
Capital stock authorized by votes of company	22,384,187.50
Capital stock issued, common (190,642 shares) .	\$19,064,200.00
Capital stock issued, preferred (31,498 shares) .	3,149,800.00
Boston & Maine scrip convertible into st'k at par 2,283 shares Eastern R. R. in N. H. to be exchanged for Boston & Maine common	7,096.72
1 share Eastern R. R. (Mass.) to be exchanged for Boston & Maine common	148,395.00
	83.28
Total am't paid in as per books of company	\$22,369,575.00
Total number of stockholders	6,308
Number of stockholders in New Hampshire .	1,337
Amount of stock held in New Hampshire .	\$3,411,200.00
Total number holders common stock	5,643
Total number holders preferred stock	665
Total number holders common stock in N. H. .	1,255
Total number holders preferred stock in N. H. .	82
Amount common stock held in New Hampshire	\$3,003,600.00
Amount preferred stock held in New Hampshire	407,600.00

FUNDED DEBT.

Bonds due Jan. 1, 1944; rate of interest, 4½% .	\$6,000,000.00
Interest paid on same during year . \$271,170.00	
Bonds due August 1, 1942; rate of interest, 4% .	2,500,000.00
Interest paid on same during year . \$100,180.00	
Improvement bonds due Feb. 2, 1905; rate of interest, 4%	1,000,000.00
Interest paid on same during year . \$40,000.00	

Improvement bonds due Feb. 1, 1907; rate of interest, 4%	\$500,000.00
Interest paid on same during year . . . \$20,000.00	
Improvement bonds due Feb. 1, 1937; rate of interest, 4%	1,919,000.00
Interest paid on same during year . . . \$77,220.00	
Eastern R. R. certificates of indebtedness, United States gold, due Sept. 1, 1906; rate of interest, 6%	6,831,000.21
Interest paid on same during year . . . \$413,280.00	
Eastern R. R. certificates of indebtedness, \$319,600, due Sept. 1, 1906; rate of interest, 6%	1,555,333.40
Interest paid on same during year . . . \$93,329.73	
Portsmouth, Great Falls & Conway R. R. bonds, due June 1, 1937; rate of interest, 4½%	998,000.00
Interest paid on same during year . . . \$46,181.25	
Portsmouth, Great Falls & Conway R. R. bonds, (7%), due Dec. 1, 1892; rate of interest, 4½%*	2,000.00
Interest paid on same during year, nothing.	
Total amount of funded debt	\$21,305,333.61
PASSENGER, FREIGHT, AND TRAIN MILEAGE.	
Passenger traffic:	
Number of passengers carried earning revenue	31,607,156
Number of passengers carried one mile . . .	497,027,126
Average of distance carried, miles . . .	15.73
Total passenger revenue	\$8,522,202.24
Average amount received from each passenger	\$0.26963
Average receipts per passenger per mile . .	.01715
Passenger earnings per mile of road . . .	5,598.23
Passenger earnings per train mile	1.15643
Freight traffic:	
Number of tons carried of freight earning revenue	10,644,376
Number of tons carried one mile	719,460,569
Average distance haul of one ton, miles . .	67.59
Total freight revenue	\$10,286,338.96
Average amount rec'd for each ton of freight .	\$0.96636
Average receipts per ton per mile . . . .	.01430
Freight earnings per mile of road	6,025.57
Freight earnings per train mile	1.89510
Train mileage:	
Miles run by passenger trains	8,305,079
Miles run by freight trains	5,454,819
Total mileage trains earning revenue . . .	13,759,898

* The \$2,000 of old 7 per cent bonds have not yet been presented for exchange for the new bonds due June 1, 1937.

Miles run by switching trains	3,067,410
Miles run by construction and other trains	386,518
Total train mileage	17,213,826
Average number of persons employed	15,266
RATES OF FARE.	
Average rate of fare per mile received for local tickets	1.700 cents
Average rate of fare per mile received for commutation tickets, within suburban circuit	1 to 2 "
Average rate of fare per mile received for commutation tickets, outside suburban circuit	2 to 2¼ "
Average rate of fare per mile received for mileage tickets (500-mile, 2¼ cents; 1,000-mile, 2 cents)	2 "
Average rate of fare per mile received for season tickets	0.661 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies	1.819 "
RATES OF FREIGHT.	
Average rate per ton per mile received from freight way-billed local	2.141 cents
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies	0.980 "
DESCRIPTION OF ROAD OWNED.	
Main line of road from Boston to Portland, Me.	115.31 miles
Main line of road from Boston to Maine state line	57.53 "
Main line of road from Conway Junction, Me., to Intervale Junction, N. H.	73.37 "
Total length of main line of road	246.21 miles
Main line of road in New Hampshire	121.28 "
Main line of road in Massachusetts	78.01 "
Main line of road in Maine	46.92 "
Double track on main line	126.56 "
Same in New Hampshire	30.77 "
Third track on main line	2.29 "

Branches owned by company, viz.:	
Medford (double track)	2.00 miles
South Reading (single track)	8.12 "
Methuen (single track, 2.75; double track, 1)	3.75 "
West Amesbury (single track)	4.45 "
Orchard Beach (single track)	3.27 "
Charlestown (double track)	1.09 "
East Boston (single track, 1.91; double track, 1.56)	3.47 "
Saugus (double track)	9.55 "
Chelsea Beach (single track, .85; double track, 2.49)	3.34 "
Swampscott (single track, 3.44; double track, .52)	3.96 "
Marblehead (single track)	3.52 "
Lawrence, Eastern division (single track, 18.25; double track, 1.64)	19.89 "
Gloucester (single track, 7.95; double track, 8.99)	16.94 "
Essex (single track)	6.00 "
Asbury Grove (single track)	1.06 "
Newburyport City (single track)	1.97 "
Salisbury (single track)	3.79 "
Dover & Winnipiseogee (single track)	29.00 "
Somersworth (single track)	2.75 "
Wolfeborough (single track)	12.03 "
Lowell & Lawrence and Lowell & Andover connection, Lowell (double track) . . . . .	.25 "
Total length of branches owned by company	140.20 miles
Total length of branches owned by company in New Hampshire	46.10 "
Total length of branches owned by company in Massachusetts	90.83 "
Total length of branches owned by company in Maine	3.27 "
Double track on branches*	29.21 "
Total road belonging to this company	386.41 "
Sidings and other tracks not before enumerated	249.02 "
Same in New Hampshire	54.67 "
Total length of track owned, computed as single track	793.49 "
Same in New Hampshire	252.82 "
Total length of tracks laid with steel rails (main tracks, 540.53; sidings, 176.57)	717.10 "
(Weights per yard, 65 to 85 lbs.)	

*Includes .12 mile of second track Lowell & Lawrence and Lowell & Andover connection Lowell, Mass. Main track owned by Lowell & Andover road. Total length of connection, .37 mile.

*Roads and branches belonging to other companies,
operated by this company under lease or contract,
the operations of which are included in this return.*

Concord & Montreal R. R. and branches	417.02 miles
Worcester, Nashua & Rochester R. R.	94.48 "
Portland, Saco & Portsmouth R. R.	50.76 "
Portsmouth & Dover R. R.	10.88 "
Danvers R. R.	9.26 "
Newburyport R. R.	26.98 "
Lowell & Andover R. R.	8.73 "
Manchester & Lawrence R. R.	22.39 "
Kennebunk & Kennebunkport R. R.	4.50 "
Boston & Lowell R. R. and branches	96.95 "
Nashua & Lowell R. R.	14.50 "
Stony Brook R. R.	13.16 "
Wilton R. R.	15.50 "
Peterborough R. R.	10.50 "
Manchester & Keene R. R.	29.59 "
Central Massachusetts R. R.	98.77 "
Connecticut & Passumpsic Rivers R. R.	110.30 "
Massawippi Valley R. R.	35.46 "
Northern R. R.	82.91 "
Concord & Claremont, N. H., R. R. and branches	70.90 "
Peterborough & Hillsborough R. R.	18.51 "
Connecticut River R. R. and branches	79.85 "
Trackage rights	7.16 "
Total length of above roads	1,329.06 miles
Total length of above roads in New Hampshire	746.30 "
Worcester, Nashua & Rochester R. R. in Massa- chusetts	39.46 miles
Danvers R. R. in Massachusetts	9.26 "
Newburyport R. R. in Massachusetts	26.98 "
Lowell & Andover R. R. in Massachusetts	8.73 "
Boston & Lowell R. R. and branches in Massa- chusetts	96.95 "
Nashua & Lowell R. R. in Massachusetts	9.25 "
Stony Brook R. R. in Massachusetts	13.16 "
Central Massachusetts R. R. in Massachusetts	98.77 "
Connecticut River R. R. and branches in Massa- chusetts	55.93 "
Nashua, Acton & Boston R. R. (C. & M. R. R.) in Massachusetts	15.14 "
Trackage rights, North Acton to Concord Junc- tion, in Massachusetts	4.21 "
Portland, Saco & Portsmouth R. R. in Maine 50.76 miles	
Kennebunk & Kennebunkport R. R. in Maine 4.50 "	
	55.26 "

Northern R. R. in Vermont . . . . .	.24 miles	
Connecticut River R. R. in Vermont . . . . .	.71 "	
Connecticut & Passumpsic Rivers R. R. in Vermont	110.30 "	111.25 miles
Massawippi Valley R. R. in Canada	35.46 miles	
Trackage rights, Lennoxville to Sherbrooke	2.95 "	38.41 "
Total length of above roads in other states, as specified		582.76 miles
Total miles of road operated by this company		1,715.59 miles
Total miles of road operated by this company in New Hampshire		913.68 "
Number of stations in New Hampshire, on all roads operated by this company		307
Number of telegraph offices in same		189
Number of stations on all roads owned by this company		196
Same in New Hampshire		65

LIST OF ACCIDENTS.

	From causes beyond their own control in New Hampshire.		From their own misconduct or carelessness in New Hampshire.		Total in New Hampshire.		Total on wholeroad operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.			1		1		6	34
Employees.		9	7	13	7	22	24	216
Others			17	2	17	2	78	72
Total		9	25	15	25	24	108	332

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

July 5. At Whitefield Junction, Mrs. William Smith, while driving a team over the track was struck by engine and fatally injured.

July 24. At Seabrook, E. A. Bickford, trackman, in attempting to board moving train, fell under caboose and his left arm was run over and badly crushed.

July 28. At Nashua, N. H., McDermott, brakeman, while uncoupling air hose, caught his left arm above elbow and jammed it quite badly.

August 4. At Nashua, Alfred Bonefort, trespasser, while stealing a ride, was caught between side of building and car, breaking his nose, cutting his arm, and bruising his body.

August 6. At Bath, in a rear-end collision, the following men were more or less injured: H. E. Wells, badly bruised and head cut; Joseph Labuque, knee sprained; Fred Labuque, hip dislocated; James Ronnan, shoulder sprained; J. Labershin, back sprained; Joseph Andy, thumb sprained.

August 20. At Dover, an unknown man, trespasser, was struck by engine and killed, while walking on track.

August 26. At Concord, William A. Tuttle, trespasser, supposed to have been trying to go between cars, was run over and fatally injured.

August 27. At Spring Haven, George C. Warner, cook on boarding car, fell between cars, was run over, and fatally injured.

August 31. At Ossipee Valley, Carroll Webster, trespasser (child), while sitting on track, was struck by engine and killed.

September 1. At Fabyan's, Hugh Keenan and J. M. Manning, sectionmen, were struck by train. Keenan was killed, and Manning seriously injured.

September 5. At Manchester, Mrs. Susan Gill, passenger, stepped from moving train, fell on station platform, and was fatally injured.

September 19. At Nashua, William M. Plante, employee, fell from top of box car, was run over and fatally injured.

October 7. At Meredith, John L. Cates, while driving over track at crossing, team was struck by engine and he was thrown from the wagon and run over. He was fatally injured and the horse was killed.

October 21. At Nashua, Seymour Baker, trespasser, while walking on track was struck by train and fatally injured.

October 20. At Plymouth, H. W. Merrill, trespasser, while walking on track in freight yard, was struck by train and fatally injured.

November 10. At North Hampton, Edward Potter, while driving team across track was struck by engine and he was thrown from wagon and killed.

November 29. At Sanbornville, G. A. Knox, brakeman, fell between cars, was run over and instantly killed.

December 7. At South Rumney, James Trainer, employee, was struck by train while riding velocipede car and instantly killed.

January 23. At Nashua, Andy Scanlon, trespasser, jumped from freight car and was fatally injured.

January 30. At Rochester, Albert Parsley stepped in front of engine on crossing, was struck by same and killed.

February 6. At Nashua, J. W. Wright, brakeman, was either thrown or fell from car, spraining his leg and bruising his hand and shoulder.

February 11. At Antrim, W. E. Knowlton, brakeman, had shoulder slightly bruised, and T. A. Martin, laborer, had leg slightly sprained and head slightly cut in derailment of train.

February 16. At Tilton, Allen F. Noyes, employee, jumped from freight train in front of engine, was run over and his toes cut off.

February 17. At Nashua, Joseph Boury, traveler on highway, drove on crossing just ahead of train, which struck and killed the horse and fatally injured Boury.

February 13. Napoleon Marcotte and Louis Janeson, trackmen, were struck by engines in Concord yard; the former was somewhat shaken up, and the latter slightly so.

February 16. At Nashua, Fred Sanborn, yard conductor, while uncoupling cars, caught his hand between pin and deadwood, somewhat injuring same.

March 2. At Concord, Charles C. Hopkins was found in an injured condition in Concord yard by section crew. It is supposed he fell from a train.

March 9. At Concord, G. W. Robinson, yard brakeman, slipped and fell under engine, was run over and fatally injured.

March 11. At Elmwood, Frank Barker, trespasser, while walking on track was struck by train and skull fractured.

March 14. At Concord, M. D. Johnson, yardman, while standing on step of engine and attempting to couple, was caught between engine and car and his thigh was somewhat injured.

March 11. At Rollinsford, T. O. Bonner, brakeman, in uncoupling engine from train, was caught and somewhat bruised his hand.

March 19. At Manchester, L. Dianna, sectionman, while cleaning switch, had first finger of right hand taken off at first joint by reason of towerman throwing switch.

March 22. At Nashua, M. W. Smith, brakeman, in attempting to couple cars caught and jammed his right arm between buffers.

March 27. At Concord, Oliver Armstrong, brakeman, had two fingers of right hand jammed while coupling cars.

March 29. At Nashua Junction, body of unknown man found beside track by section foreman; supposed to have been stealing a ride when he fell.

March 30. At South Nashua, David T. Murphy, trespasser, while walking on track was struck and fatally injured.

April 14. At Manchester, Patrick Kenneley, trespasser, while walking on track was struck by engine and fatally injured.

May 8. At Pike's, H. E. Wells, conductor, while on top of box car, struck overhead bridge and was knocked from car and killed.

May 30. At Hillsborough, John Clark, trespasser, while walking on track was struck by engine and killed.

June 3. At East Manchester, C. C. Harriman, while driving over track at crossing, had team struck by engine and he was fatally injured.

June 6 or 7. At Rollinsford, Joseph Sullivan, trespasser, supposed to have been walking on track, was struck by engine and killed.

EQUIPMENT.

	Number owned.	Number owned by leased roads.	Total number.	Maximum weight, pounds.	Average weight, pounds.	Number equipped with train brake.	Number equipped with driving wheel brake.	Number equipped with patent coupler.
Passenger locomotives	147	142	289	.....	.....	.....	256	.....
Freight "	121	120	241	.....	.....	.....	206	.....
Other "	66	75	141	.....	.....	.....	115	.....
Total	334	337	671	141,000	89,600	.....	576	.....
Passenger cars	515	* 302	817	.....	.....	817	.....	817
Combination cars	75	89	164	.....	.....	164	.....	164
Baggage, mail, and express cars	126	* 85	211	.....	.....	211	.....	211
Parlor cars .....	.....	8	8	.....	.....	8	.....	8
Directors' and pay cars....	4	1	5	.....	.....	5	.....	5
Total	720	485	1,205	.....	.....	1,205	.....	1,205
Box freight cars (basis of 8 wheels)	1,875	2,570	4,445	.....	.....	2,556	.....	4,167
Stock freight cars (basis of 8 wheels)	56	.....	56	.....	.....	33	.....	42
Coal freight cars (basis of 8 wheels)	1,230	893	2,123	.....	.....	1,001	.....	1,843
Flat freight cars (basis of 8 wheels)	1,329	2,736	4,065	.....	.....	1,650	.....	2,643
Other freight cars (basis of 8 wheels)	30	.....	30	.....	.....	30	.....	30
Logging trucks .....	.....	73	73	.....	.....	.....	.....	.....
Total	4,520	6,272	10,792	.....	.....	5,270	.....	8,725
Air brake instruction car in company's service	1	.....	1	.....	.....	1	.....	1
Derrick cars in company's service	45	.....	45	.....	.....	17	.....	20
Caboose cars in company's service	156	96	252	.....	.....	51	.....	169
Other road cars in company's service	155	20	175	.....	.....	86	.....	89
Total	357	116	473	.....	.....	155	.....	279

* Includes ten passenger and four baggage cars, 30.50 per cent of which are owned by the Boston & Lowell R. R., 37.83 per cent by Concord & Montreal R. R., and 31.67 per cent by Canadian Pacific Railway.

Number of cars in passenger equipment with 8 wheels fitted with brakes for all wheels, 1,205.

GENERAL INFORMATION.

*Highway and railroad crossings in New Hampshire
on miles of road operated.*

Number of crossings on highways at grade	837
Number of crossings on highways over railroad	85
Number of crossings on highways under railroad	72
Number of highway bridges 18 feet above track	33
Number of highway bridges less than 18 feet above track	52
Height of lowest bridge above the rails	14 ft. 8½ in.
Number of crossings at which gates or flagmen are maintained	117
Number of crossings at which there are neither signals nor flagmen	720
Number of railroad crossings at grade	15
Western division and Concord & Portsmouth, Rockingham Junction.	
Nashua & Lowell and Worcester, Nashua & Portland, Nashua Junction.	
Nashua & Lowell and Nashua & Acton, Nashua Junction (double).	
Worcester, Nashua & Portland and Nashua & Acton, Nashua Junction.	
Worcester, Nashua & Portland and Manchester & Lawrence, Windham Junction.	
Worcester, Nashua & Portland and Concord & Portsmouth, Epping.	
White Mountains division and Maine Central, Scott's.	
White Mountains division and Maine Central, Coös Junction.	
White Mountains division and Maine Central, Fabyans.	
Portsmouth, Great Falls & Conway and Port- land & Rochester, Rochester.	
Dover & Winnipiseogee and Portland & Roch- ester, Rochester.	
Manchester & Keene and Peterborough & Hills- borough, Elmwood.	
Whitefield & Jefferson and Maine Central, Whitefield Junction.	
Whitefield & Jefferson and Maine Central, Waumbek Junction.	
Number of railroad crossings over other railroads	2
Western division over Northern division, Sal- mon Falls.	
Manchester & Keene over Fitchburg, Keene.	
Number of railroad crossings under other rail- roads	1
Northern division under Western division, Sal- mon Falls.	

New bridges of over ten feet span, built within the year, on roads operated in New Hampshire (including those replacing old structures and those built where none before existed).

Number and location.	To replace.	Description.	Length of span and number of tracks.
Southern Division:			
371, Auburn	Iron stringer....	Wood stringer ..	16 ft., 1 track.
369, East Candia....	Iron stringer....	Wood stringer ..	15 ft., 1 track.
431, Suncook.....	Framed trestle..	Pile trestle.....	61 ft., 1 track.
438, Suncook.....	Framed trestle..	Pile trestle.....	46 ft., 6 in., 1 track.
Northern Division:			
52, North Conway.	Wood stringer ..	Wood stringer ..	10 ft., 1 track.
53, North Conway.	Wood stringer..	Wood stringer ..	10 ft., 8 in., 1 track.
54, North Conway.	Iron stringer....	Iron beams.....	18 ft., 2 in., 1 track.
104, Gilford	Wood stringer ..	Wood stringer ..	15 ft., 1 track.
105, Gilford	Open culvert....	Wood stringer ..	10 ft., 1 track.
W., N. & P. Division:			
43, Sandown.....	Wood stringer ..	Wood stringer ..	12 ft., 2 in., 1 track.
Concord Division:			
10 West Concord..	Trussed stringer	Keyed stringer..	23 ft., 4 in., 1 track.
14, Boscawen.....	Wood stringer ..	Wood stringer ..	15 ft., 9 in., 1 track.
149, Bradford	Framed trestle..	Framed trestle..	32 ft., 1 track.
175, Kelleyville....	Wood stringer ..	Wood stringer ..	10 ft., 8 in., 1 track.
White Mount'n Div.:			
1, Concord.....	Wood pony.....	Pile trestle.....	110 ft., 3 in., 1 track.
4, Concord	Wood pony.....	Pile trestle.....	193 ft., 9 in., 1 track.
A 22, East Titon ...	Wood stringer..	Wood stringer ..	10 ft., 1 track.
194, Woodstock ...	Pile trestle.....	Pile trestle.....	173 ft., 1 track.
A 185, Woodstock...	Pony truss	Pile trestle.....	25 ft., 1 track.
B 185, Woodstock...	Pony truss	Pile trestle.....	25 ft., 1 track.
C 185, Woodstock...	Pony truss	Pile trestle.....	24 ft., 9 in., 1 track.
D 185, Woodstock ..	Pony truss	Pile trestle.....	74 ft., 9 in., 1 track.

<i>Bridges on roads operated in New Hampshire.</i>	
Total length of pile and trestle bridging .	3,275 ft. 4 in.
Bridges abolished during the year	2
Hancock, N. H., No. 105 (Worcester, Nashua & Portland division) filled with box culvert.	
Hancock, N. H., No. 106 (Worcester, Nashua & Portland division) filled by turning stream.	
Bridges extensively repaired during the year .	8
Southern division:	
Auburn, No. 370, iron stringer, wood side stringers and new ties.	
Stratham, No. 392, drawbridge, new jackknife trusses.	
Goffstown, No. 407, truss and arch, rods and arches reinforced, new floor beams.	
North Weare, No. 412, truss and arch, rods and arches reinforced, new floor beams.	

Worcester, Nashua & Portland division:	
Wilton, No. 81, lattice, new floor beams and ties.	
White Mountains division:	
East Concord, No. 5, lattice and arch, arches straightened up.	
Woodsville, No. 102, burr and arch, arches rebuilt at heel.	
Whitefield, No. 131, lattice, lower chords strengthened, new wall plates.	
Total amount expended for repairs and renewals of bridges (entire road)	\$225,362.14
Number of new ties laid in New Hampshire:	
Western division:	21,646 ties
Main line	9,029 "
Manchester & Lawrence	1,092 "
West Amesbury	
Eastern division:	8,897 "
Eastern Railroad in New Hampshire	4,851 "
Portsmouth & Dover R. R.	
Northern division:	41,606 "
Main line	20,760 "
Dover & Lakeport	5,661 "
Wolfeborough branch	1,236 "
Somersworth branch	
Southern division:	70,748 "
Concord & Montreal	16,765 "
Manchester & North Weare	29,529 "
Concord & Portsmouth	4,420 "
Nashua & Lowell	13,858 "
Suncook Valley	2,484 "
New Boston	
Worcester, Nashua & Portland division:	20,807 "
Main line	1,085 "
Nashua & Acton	3,168 "
Nashua & Lowell	4,663 "
Wilton	2,751 "
Peterborough	9,005 "
Manchester & Keene	
Concord division:	52,964 "
Main line	3,173 "
Bristol branch	38,819 "
Concord & Claremont	6,881 "
Peterborough & Hillsborough	

White Mountains division:	
Main line	71,484 ties
Franklin & Tilton	1,773 "
Tilton & Belmont	1,248 "
Pemigewasset Valley	12,046 "
Fabyans	6,995 "
Whitefield & Jefferson	16,111 "
Profile & Franconia Notch	2,967 "
Connecticut River division:	
Ashuelot	7,692 "
Total	516,214 ties
Tons of steel rails laid in New Hampshire:	
New	2,892 tons
Old	3,637 "
Miles of iron track replaced by steel in New Hampshire:	
Eastern division:	
Eastern R. R. in New Hampshire	1.12 miles
Portsmouth & Dover . . . . .	.03 "
Southern division:	
Concord & Montreal	3.00 "
Manchester & North Weare . . . . .	.20 "
Concord & Portsmouth . . . . .	.14 "
Suncook Valley . . . . .	.17 "
Worcester, Nashua & Portland division:	
Main line	1.81 "
Nashua & Lowell . . . . .	.44 "
Wilton . . . . .	.30 "
Manchester & Keene . . . . .	.34 "
Concord division:	
Main line	1.50 "
Concord & Claremont . . . . .	.03 "
Total	9.08 miles
Side tracks laid in New Hampshire	19,483 feet

BUILDINGS.

West Lebanon, passenger station, freight house, and yard office.
 North Haverhill, passenger station.
 Powwow River, combined passenger and freight station.
 Parker's, combined passenger and freight station.
 Nashua Junction, awning and platform for passenger station.
 Concord, casting storehouse.
 Whitefield Junction, engine house.
 Concord, turntable and pit.
 Rochester, turntable and pit.

NAMES AND RESIDENCES OF OFFICERS.

Lucius Tuttle, *President*, Boston, Mass.; T. A. MacKinnon, *First Vice-President*, Boston, Mass.; William F. Berry, *Second Vice-President*, Boston, Mass.; William B. Lawrence, *Clerk of Corporation*, Boston, Mass.

OFFICERS OF TREASURY DEPARTMENT.

Amos Blanchard, treasurer, Boston, Mass.; Herbert E. Fisher, assistant treasurer, Boston, Mass.; Charles H. Nowell, paymaster, Boston, Mass.; Frank P. Quimby, assistant paymaster, Concord, N. H.

OFFICERS OF ACCOUNTING DEPARTMENT.

William J. Hobbs, general auditor, Boston, Mass.; William H. Young, auditor passenger accounts, Boston, Mass.; William H. Allen, auditor freight accounts, Boston, Mass.; Edward A. Maxfield, traveling auditor, Boston, Mass.; John J. Demeritt, assistant traveling auditor, Boston, Mass.; Clarence W. Clark, assistant traveling auditor, Boston, Mass.; Edward L. Humphrey, assistant traveling auditor, Boston, Mass.; Frank H. Dustin, assistant traveling auditor, Concord, N. H.; D. W. Linton, freight division agent, Bellows Falls, Vt.

OFFICERS OF TRAFFIC DEPARTMENT.

William F. Berry, second vice-president and general traffic manager, Boston, Mass.; Dana J. Flanders, general passenger and ticket agent, Boston, Mass.; George E. Sturtevant, assistant general passenger and ticket agent, Boston, Mass.; George W. Storer, assistant general passenger and ticket agent, Boston, Mass.; Frank E. Brown, assistant general passenger and ticket agent, Concord, N. H.; A. C. Varnam, New England passenger agent, Boston, Mass.; Charles A. Waite, division passenger agent, Worcester, Mass.; N. P. Lovering, division passenger agent, Lyndonville, Vt.; W. H. Shepherd, division passenger agent, Springfield, Mass.; Armand Lalonde, Canadian passenger and freight agent, Montreal, P. Q.; J. B. Lepire, Canadian passenger agent, Worcester, Mass.; A. P. Massey, traveling passenger agent, Boston, Mass.; Charles J. Wiggin, general baggage agent, Boston, Mass.; M. T. Donovan, general freight agent, Boston, Mass.; G. H. Nicholson, traveling freight agent, Boston, Mass.; Walter Tolman, traveling freight agent, Boston, Mass.; E. B. Tarbell, traveling freight agent, Springfield, Mass.; W. P. Berry, traveling freight agent, Boston, Mass.; W. S. Jeffers, traveling freight agent, Lyndonville, Vt.

OFFICERS OF OPERATING DEPARTMENT.

T. A. MacKinnon, first vice-president and general manager, Boston, Mass.; Frank Barr, assistant general manager, Boston,

Mass.; Daniel W. Sanborn, general superintendent, Boston, Mass.; William Merritt, superintendent Western division, Boston, Mass.; Winslow T. Perkins, superintendent Southern division, Boston, Mass.; William G. Bean, superintendent Southern division, Boston, Mass.; H. C. Robinson, assistant superintendent Southern division, Boston, Mass.; George H. Folger, superintendent Union station, Boston, Mass.; John W. Sanborn, superintendent Northern division, Sanbornville, N. H.; C. E. Lee, superintendent W., N. & P. division, Nashua, N. H.; W. R. Mooney, superintendent Concord division, Concord, N. H.; Harley E. Folsom, superintendent Conn. & Pass'c division, Lyndonville, Vt.; H. F. Sampson, assistant superintendent Conn. & Pass'c Rivers division, Springfield, Mass.; George E. Cummings, superintendent White Mts. division, Woodsville, N. H.; H. E. Howard, superintendent car service, Boston, Mass.; S. A. D. Forristall, superintendent telegraph, Boston, Mass.; A. Colby, train master Western division, Boston, Mass.; Frank Barker, train master Eastern division, Boston, Mass.; L. S. Bean, train master Southern division, Boston, Mass.; W. F. Ray, train master Conn. & Pass'c division, Springfield, Mass.; W. H. Ford, train master Conn. & Pass'c division, Lyndonville, Vt.; H. Bissell, chief engineer, Boston, Mass.; F. A. Merrill, assistant chief engineer, Concord, N. H.; J. P. Snow, bridge engineer, Boston, Mass.; Henry B. Fletcher, architect, Boston, Mass.; F. B. Rowell, assistant engineer, Boston, Mass.; D. Williams, assistant engineer, St. Johnsbury, Vt.; John V. Young, superintendent of signals, Boston, Mass.; J. A. Farrington, purchasing agent, Boston, Mass.; F. C. Gurney, stationer, Boston, Mass.; Myron Taylor, real estate agent, Boston, Mass.; J. R. Rooks, fuel agent, Boston, Mass.; F. D. Hall, electrician, Boston, Mass.; E. J. Rich, attorney, Boston, Mass.; John C. Blood, claim agent, Boston, Mass.; C. F. Holton, claim agent, Boston, Mass.; E. M. Grover, claim agent, Boston, Mass.; W. A. Barker, claim agent, Boston, Mass.; John H. Brown, claim agent, Concord, N. H.

OFFICERS OF MOTIVE POWER DEPARTMENT.

Henry Bartlett, superintendent motive power, Boston, Mass.; Philip M. Hammett, master mechanic, Boston, Mass.; D. A. Smith, master mechanic, East Somerville, Mass.; E. T. Sumner, master mechanic, East Cambridge, Mass.; Charles H. Wiggin, master mechanic, Concord, N. H.; Louis C. Todd, master mechanic, Lyndonville, Vt.; C. L. Aiken, master mechanic, Springfield, Mass.; W. W. Hodgkihs, foreman, Worcester, Mass.

OFFICERS OF MAINTENANCE OF CARS DEPARTMENT.

John T. Chamberlain, master car builder, Boston, Mass.; James E. Pickering, general foreman, Boston, Mass.; John Hubbard, general foreman, Somerville, Mass.; W. F. Cutler, general foreman, Lawrence, Mass.; S. R. Arey, general foreman, Salem, Mass.; W. A. Lovejoy, general foreman, Mystic Junction, Mass.; Charles H. Ford, general foreman, Worcester, Mass.; J. T. Gordon, general foreman, Concord, N. H.; George L. Miller, gen-

eral foreman, Portland, Me.; George F. Adams, general foreman, Nashua, N. H.; C. C. Battey, general foreman, Springfield, Mass.; George W. Knights, general foreman, Lyndonville, Vt.

OFFICERS OF MAINTENANCE OF WAY DEPARTMENT.

Louville Curtis, roadmaster Western division, Lawrence, Mass.; C. H. Pemberton, assistant roadmaster Western division, Dover, N. H.; G. L. R. French, roadmaster Eastern division, Salem, Mass.; D. L. Snow, assistant roadmaster Eastern division, Biddeford, Me.; W. G. Colbath, roadmaster Northern division, Sanbornville, N. H.; John Walker, roadmaster W., N. & P. division, Nashua, N. H.; William Hutchinson, roadmaster W., N. & P. division, Nashua, N. H.; A. C. Stickney, roadmaster Southern division, Lowell, Mass.; F. C. Stowell, assistant roadmaster Southern division, Ware, Mass.; P. A. Eaton, assistant roadmaster Southern division, Manchester, N. H.; F. J. Tucker, roadmaster Concord division, Concord, N. H.; John R. Patch, roadmaster Conn. & Pass'c division, Springfield, Mass.; W. H. Barnes, assistant roadmaster Conn. & Pass'c division, Springfield, Mass.; B. F. Brown, roadmaster Conn. & Pass'c division, Windsor, Vt.; F. A. Sherwin, roadmaster Conn. & Pass'c division, Lyndonville, Vt.; George K. Thornton, roadmaster White Mts. division, Woodsville, N. H.; C. L. Dolloff, roadmaster White Mts. division, Lancaster, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Lucius Tuttle, Boston, Mass.; Samuel C. Lawrence, Medford, Mass.; Joseph S. Ricker, Portland, Me.; Richard Olney, Boston, Mass.; Alvah W. Sulloway, Franklin, N. H.; Joseph H. White, Brookline, Mass.; Walter Hunnewell, Wellesley, Mass.; Henry R. Reed, Boston, Mass.; Lewis Cass Ledyard, New York City; Henry M. Whitney, Brookline, Mass.; Henry F. Dimock, New York City; William Whiting, Holyoke, Mass.; Alexander Cochrane, Boston, Mass.; Charles M. Pratt, New York City; William B. Lawrence, clerk.

PROPER ADDRESS OF THE COMPANY.

BOSTON & MAINE RAILROAD,

BOSTON, MASS.

LUCIUS TUTTLE,
President.

T. A. MACKINNON,
First Vice-President.

AMOS BLANCHARD,
Treasurer.

WILLIAM J. HOBBS,
General Auditor.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, September 26, 1899. Then personally appeared Lucius Tuttle, T. A. MacKinnon, Amos Blanchard, Wm. J. Hobbs, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

CHARLES E. A. BARTLETT,
Justice of the Peace.

REPORT

OF THE

CONCORD & CLAREMONT, N. H., RAILROAD

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$22,500.00
Interest on funded debt accrued	22,500.00
Net income	nothing
Balance profit and loss account June 30, 1899, deficit	\$35,439.34
GENERAL BALANCE SHEET.	
Cost of road	\$1,131,206.38
Profit and loss balance	35,439.34
Total	<u>\$1,166,645.72</u>
Capital stock, common	\$412,400.00
Funded debt	500,000.00
Current liabilities, Northern R. R.	254,245.72
Total	<u>\$1,166,645.72</u>
CAPITAL STOCK.	
Capital stock authorized by votes of company	\$412,400.00
Capital stock issued (number of shares, 4,124).	412,400.00
Total amount paid in as per books of the company	9
Total number of stockholders	9
Number of stockholders in New Hampshire	\$412,400.00
Amount of stock held in New Hampshire	

FUNDED DEBT.	
First mortgage bonds due January 1, 1914; rate of interest, $4\frac{1}{2}$ per cent	\$500,000.00
Interest paid on same during year	\$22,500.00

NAMES AND RESIDENCES OF OFFICERS.

Alvah W. Sulloway, *President*, Franklin, N. H.; George U. Crocker, *Treasurer*, Boston, Mass.; Horace E. Chamberlin, *Assistant Treasurer*, Concord, N. H.; George W. Stone, *Clerk of Corporation*, Andover, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Alvah W. Sulloway, Franklin, N. H.; Warren F. Daniell, Franklin, N. H.; Charles I. Stearns, Boston, Mass.; Augustus E. Scott, Boston, Mass.; Person C. Cheney, Manchester, N. H.; Frank P. Vogl, Claremont, N. H.; William F. Richards, Newport, N. H.

PROPER ADDRESS OF THE COMPANY.

CONCORD & CLAREMONT, N. H., RAILROAD,
19 MILK STREET, BOSTON, MASS.

A. W. SULLOWAY,
President.
GEORGE U. CROCKER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, August 30, 1899. Then personally appeared A. W. Sulloway and George U. Crocker, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEORGE G. CROCKER,
Justice of the Peace.

REPORT

OF THE

CONCORD & MONTREAL RAILROAD

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease to Boston & Maine Railroad:	
Rentals paid:	
October 1, 1898	\$125,924.75
January 1, 1899	125,926.50
April 1, 1899	125,926.50
July 1, 1899	125,926.50
	\$503,704.25
Miscellaneous income from Boston & Maine R. R.:	
Interest on 4 per cent bonds	\$226,000.00
Interest on 6 per cent bonds	30,000.00
	256,000.00
Total income	\$759,704.25
Salaries and maintenance of organization, all paid by Boston & Maine Railroad	256,000.00
Interest on funded debt accrued and paid.	
Interest and discount on interest-bearing current liabilities, taxes, and other deductions all paid by Boston & Maine Railroad.	
Net income	\$503,704.25
Dividends, 7 per cent, paid direct to stockholders by the Boston & Maine Railroad under the lease of June 29, 1899	503,704.25
Balance profit and loss account June 30, 1898, surplus	\$158,960.58
Charged off as per vote of directors:	
307 shares capital stock Winnepesaukee Steamboat Company	\$8,530.19

Old account of Winnepesaukee Steamboat Company	\$37,849.25	
Account of Suncook Valley Rail- road, joint agreement	26,203.73	\$72,583.17
Balance profit and loss account June 30, 1899, surplus		\$86,377.41
PROPERTY ACCOUNTS: CHARGES AND CREDITS DUR- ING THE YEAR.		
On June 30, 1898, the unexpended balance, as per last report, was		\$276,176.51
New interlocking switches and sig- nals, Concord, N. H.	\$66.23	
New freight yard and new shops at Concord, N. H.	7,285.41	
New passenger and freight stations and terminals at Manchester, N. H.	588.40	
New freight yard and junction ter- minals at Woodsville, N. H.	380.02	
Additional track mileage con- structed (W. & J. Railroad)	1,671.43	
New bridge, No. 408, near Littleton, N. H.	74.78	
Real estate purchased at sundry points	12,453.03	
New engine house, Whitefield, N. H.	2,416.59	
New station, Haverhill, N. H.	4,402.25	
Manchester & North Weare R. R., revenue stamps for deed to C. & M. R. R.	255.00	
Total expenditures for year end- ing June 30, 1899	\$29,593.14	
Less proceeds from land sold	2,525.00	27,068.14
Leaving an unexpended balance June 30, 1899		\$249,108.37
Charged Whitefield & Jefferson Railroad		4,390.02
Expenditures charged to property account		\$22,678.12
Land sold under Boston & Maine Railroad "lease account"		400.00
Balance		\$22,278.12

Manchester & North Weare Railroad branch under act of New Hampshire legislature, March 8, 1899		\$256,600.00
Total charges to property accounts . . .		\$278,878.12
Net addition to property account for the year		278,878.12
Construction account June 30, 1898 . . .		\$9,787,150.28
Construction account June 30, 1899 . . .		10,066,028.40
GENERAL BALANCE SHEET.		
Cost of road and equipment		\$10,066,028.40
Stock of sundry corporations		2,139,222.33
Other permanent investments		920,541.64
Total permanent investments		\$13,125,792.37
Cash	\$1,329.67	
Bills receivable, Boston & Maine Railroad lessee, Concord & Mon- treal Railroad improvement acct.	249,108.37	
Due from agents, Boston & Maine Railroad lease account	20,615.20	
Due from solvent companies and other individuals	9,673.51	
American Casualty Insurance & Se- curity Company claim	36,317.24	
Total cash and current assets		317,043.99
Total		\$13,442,836.36
Capital stock:		
Class 1	\$800,000.00	
Class 2	540,400.00	
Class 3	459,600.00	
Class 4	5,397,600.00	
Total capital stock		\$7,197,600.00
Funded debt:		
B., C. & M. R. R., 6 per cent, old . .	\$500.00	
B., C. & M. R. R., 6 per cent, 1911 . .	500,000.00	
C. & M. R. R., 4 per cent, 1920 . . .	5,000,000.00	
Debentures, C. & M. R. R., 4 per cent, 1920	650,000.00	
Total funded debt		6,150,500.00

Current liabilities:		
Boston & Maine R. R. advances	\$6,758.40	
Boston, Concord & Montreal R. R., organization account	315.55	
Dividends not called for, B., C. & M. R. R.	857.00	
Matured interest coupons unpaid B., C. & M. R. R.	428.00	
Total current liabilities		\$8,358.95
Profit and loss balance		86,377.41
Total		\$13,442,836.36
CAPITAL STOCK.		
Capital stock authorized by charter		\$7,800,000.00
Capital stock authorized by votes of company		7,200,000.00
Capital stock issued (number of shares, 71,976); amount paid in		7,197,600.00
Total number of stockholders		2,221
Number of stockholders in New Hampshire		1,421
Amount of stock held in New Hampshire		\$5,732,000.00
FUNDED DEBT.		
B., C. & M. R. R. bonds due, old; rate of interest, 6 per cent		\$500.00
B., C. & M. R. R. mortgage bonds due 1911; rate of interest, 6 per cent		500,000.00
Interest paid on same during year	\$30,000.00	
C. & M. R. R. mortgage bonds due 1920; rate of interest, 4 per cent		5,000,000.00
Interest paid on same during year	\$200,000.00	
C. & M. R. R. bonds due 1920; rate of interest, 4 per cent		650,000.00
Interest paid on same during year	\$26,000.00	
Total amount of funded debt		\$6,150,500.00
DESCRIPTION OF ROAD OWNED.		
Main line of road from Nashua to Groveton, N. H.		181.07 miles
Main line of road in New Hampshire		181.07 "
Double track on main line		34.57 "
Same in New Hampshire		34.57 "

Branches owned by company:	
Nashua to North Acton (single track) . . .	20.12 miles
Hooksett to Bow Junction (single track) . . .	7.59 "
Hedding camp ground to Epping (single track) . . .	.78 "
Manchester to Henniker (single track) . . .	24.50 "
Tilton & Belmont R. R. (single track) . . .	4.17 "
Lake Shore R. R. (single track) . . .	17.28 "
Wing Road to Base station (single track) . . .	20.17 "
Whitefield & Jefferson R. R. (single track) . . .	33.69 "
Profile & Franconia Notch R. R. (single track) . . .	12.84 "
Suncook Valley Extension R. R. (single track) . . .	4.46 "
Total length of branches owned by company	145.60 miles
Total length of branches owned by company in New Hampshire	130.46 "
Total length of branches owned by company in Massachusetts	15.14 "
Total road belonging to this company	326.67 "
One half of Manchester & Keene R. R. owned by Concord & Montreal R. R. . . .	29.59 "
One half of Franklin & Tilton R. R. owned by Concord & Montreal R. R. . . .	4.95 "
Sidings and other tracks not before enumerated	151.27 "
Same in New Hampshire . . .	148.49 "
Total length of track owned, computed as single track	512.51 "
Same in New Hampshire	494.59 "
Total length of tracks laid with steel rails	446.87 "
(Weights per yard, 50, 56, 60, 67, 72, 100 lbs.)	
 <i>Roads and branches belonging to other companies, operated by the Boston & Maine Railroad for this company under lease or contract, the operations of which are included in the return of Boston & Maine Railroad.</i>	
Concord & Portsmouth R. R.	39.87 miles
Suncook Valley R. R.	17.41 "
Pemigewasset Valley R. R.	22.93 "
New Boston R. R.	5.19 "
Total length of above roads	85.40 miles
Total length of above roads in New Hampshire	85.40 "
Number of stations on all roads owned by this company	115
Same in New Hampshire	106

GENERAL INFORMATION.

*Highway and railroad crossings in New Hampshire
on miles of road owned.*

Number of crossings on highways at grade	180
Number of crossings on highways over railroad	27
Number of crossings on highways under railroad	18
Number of highway bridges 18 feet above track	9
Number of highway bridges less than 18 feet above track	19
Height of lowest bridge above the rails	15 ft. 3 in.
Number of railroad crossings at grade	7
Boston & Maine R. R., southern division, at Nashua.	
Boston & Maine R. R., western division, at Nashua (W., N. & P. R. R.).	
Maine Central R. R., Scott's Junction.	
Maine Central R. R., Whitefield.	
Maine Central R. R., Jefferson.	
Maine Central R. R., Lancaster.	
Maine Central R. R., Fabyans.	
Number of railroad crossings over other railroads Grand Trunk Railway at Gorham.	1

NAMES AND RESIDENCES OF OFFICERS.

Benjamin A. Kimball, *President*, Concord, N. H.; John F. Webster, *Treasurer*, Concord, N. H.; Frank S. Streeter, *Clerk of Corporation*, Concord, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Benjamin A. Kimball, Concord, N. H.; John H. Pearson, Concord, N. H.; John A. White, Concord, N. H.; Walter M. Parker, Manchester, N. H.; Alpha J. Pillsbury, Tilton, N. H.; Charles E. Tilton, Tilton, N. H.; Charles E. Morrison, Boston, Mass.; Lewis C. Pattee, Winchester, Mass.; Frank Jones, Portsmouth, N. H.; Noah S. Clark, Manchester, N. H.; Hiram N. Turner, St. Johnsbury, Vt.; George M. Kimball, Concord, N. H.; Arthur H. Hale, Manchester, N. H.

PROPER ADDRESS OF THE COMPANY.

THE CONCORD & MONTREAL RAILROAD,
CONCORD, N. H.

BENJAMIN A. KIMBALL,
President.

JOHN F. WEBSTER,
Treasurer.

STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. Concord, N. H., October 31, 1899. Then personally appeared Benjamin A. Kimball, president, and John F. Webster, treasurer, as above, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM R. MOONEY,
Justice of the Peace.

•

REPORT

OF THE

CONCORD & PORTSMOUTH RAILROAD

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$25,000.00
Salaries and maintenance of organization	\$350.00
Taxes	10.00
Total deductions	360.00
Net income	\$24,640.00
Dividends declared, 7 per cent	24,500.00
Surplus for year ending June 30, 1899	\$140.00
Balance profit and loss account June 30, 1898, surplus	3,508.01
Balance profit and loss account June 30, 1899, surplus	\$3,648.01
GENERAL BALANCE SHEET.	
Cost of road	\$350,000.00
Cash	3,648.01
Total	\$353,648.01
Capital stock, preferred	\$350,000.00
Profit and loss balance	3,648.01
Total	\$353,648.01

CAPITAL STOCK.	
Capital stock authorized by charter	\$500,000.00
Capital stock authorized by votes of company	350,000.00

Capital stock issued (number of shares, 3,500);	
amount paid in	\$350,000.00
Total number of stockholders	217
Number of stockholders in New Hampshire	179
Amount of stock held in New Hampshire	\$314,200.00

Names and Residences of Officers.

John J. Pickering, *President*, Portsmouth, N. H.; W. Byron Stearns, *Treasurer*, Manchester, N. H.; Wallace Hackett, *Clerk of Corporation*, Portsmouth, N. H.

Names and Residences of Directors Last Elected.

John J. Pickering, Portsmouth, N. H.; Wallace Hackett, Portsmouth, N. H.; Walter M. Parker, Manchester, N. H.; William A. Peirce, Greenland, N. H.; Joseph B. Walker, Concord, N. H.; Samuel C. Eastman, Concord, N. H.; Charles C. Kenrick, Franklin, N. H.

Proper Address of the Company.

CONCORD & PORTSMOUTH RAILROAD,
MANCHESTER, N. H.

W. BYRON STEARNS,
Treasurer.

State of New Hampshire.

HILLSBOROUGH, ss. December 5, 1899. Then personally appeared W. Byron Stearns, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

H. M. PUTNEY,
Justice of the Peace.

REPORT

OF THE

CONNECTICUT RIVER RAILROAD

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.		
Income from lease of road		\$351,600.00
Salaries and maintenance of organization	\$2,000.00	
Interest on funded debt accrued	91,600.00	
Total deductions		93,600.00
Net income		\$258,000.00
Dividends declared, 10 per cent		258,000.00
Balance profit and loss account June 30, 1898, deficit		\$292,689.29
Balance profit and loss account June 30, 1899, deficit		292,689.29
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Expenditures for additions and betterments reported by the Boston & Maine Railroad, lessee		\$19,998.74
GENERAL BALANCE SHEET.		
Cost of road		\$3,303,313.37
Cost of equipment		455,977.66
Stock of:		
Vermont Valley R. R. Co. of 1871	\$579,220.00	
Hampden Park	23,781.50	
		603,001.50
Lands in Chicopee and Brightwood		39,175.00
Total permanent investments		\$4,401,467.53

Cash	\$28,372.12	
Due from solvent companies and other individuals	480,162.86	
Total cash and current assets		\$508,534.98
Profit and loss balance		292,689.29
Total		<u>\$5,202,691.80</u>
Capital stock, common		\$2,580,000.00
Funded debt		2,290,000.00
Current liabilities:		
Dividends not called for	\$430.00	
Matured interest coupons unpaid (including coupons due July 1)	27,336.00	
Boston & Maine Railroad	290,986.34	
Total current liabilities		318,752.34
Accrued interest not yet due		13,333.34
Fund for corporation expenses		606.12
Total		<u>\$5,202,691.80</u>
CAPITAL STOCK.		
Capital stock authorized by votes of company		\$2,670,000.00
Capital stock issued (number of shares, 25,800); amount paid in		2,748,650.75
Total number of stockholders		908
Number of stockholders in New Hampshire		27
Amount of stock held in New Hampshire		\$132,900.00
FUNDED DEBT.		
Scrip bonds due January 1, 1903; rate of interest, 4 per cent p. a.		\$1,290,000.00
Interest paid on same during year	\$51,181.00	
Gold bonds due September 1, 1943; rate of inter- est, 4 per cent p. a.		1,000,000.00
Interest paid on same during year	\$40,000.00	
Total amount of funded debt		<u>\$2,290,000.00</u>
DESCRIPTION OF ROAD OWNED.		
Main line of road from Springfield, Mass., to Keene, N. H.		74.00 miles
Main line of road in New Hampshire		23.21 "

Main line of road in Massachusetts	50.08 miles
Main line of road in Vermont . . . . .	.71 "
Double track on main line	36.00 "
Branches owned by company:	
Chicopee to Chicopee Falls, Mass. (single track)	2.35 "
Mt. Tom to Easthampton, Mass. (single track)	3.50 "
Total length of branches owned by company	5.85 miles
Total length of branches owned by company in	
Massachusetts	5.85 "
Total road belonging to this company	79.85 "
Sidings and other tracks not before enumerated	58.67 "
Same in New Hampshire	5.08 "
Total length of track owned, computed as single	
track	174.52 "
Same in New Hampshire	28.29 "
Total length of tracks laid with steel rails . .	79.85 "
(Weights per yard, 56, 66, 70, 75 lbs.)	

NAMES AND RESIDENCES OF OFFICERS.

William Whiting, *President*, Holyoke, Mass.; William G. McIntyre, *Treasurer and Clerk of Corporation*, Springfield, Mass.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

William Whiting, Holyoke, Mass.; Oscar Edwards, Northampton, Mass.; James H. Williams, Bellows Falls, Vt.; John H. Albin, Concord, N. H.; George H. Ball, Boston, Mass.; Edmund P. Kendrick, Springfield, Mass.; Seth M. Richards, Newport, N. H.; Joseph W. Stevens, Greenfield, Mass.; John A. Hall, Springfield, Mass. (resigned June 1, 1899); Lucius Tuttle, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

CONNECTICUT RIVER RAILROAD COMPANY,
SPRINGFIELD, MASS.

WILLIAM WHITING,
President.

WILLIAM G. MCINTYRE,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. September 8, 1899. Then personally appeared William Whiting, president, and William G. McIntyre, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEORGE D. LANG,
Notary Public.

REPORT

OF THE

FITCHBURG RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$7,647,080.16
Less operating expenses	5,312,555.42
Income from operation	\$2,334,524.74
Deductions from income:	
Interest on funded debt accrued during the year	\$972,412.37
Taxes	315,335.31
Rentals:	
Vermont & Massachusetts R. R.	244,580.00
Troy & Bennington R. R.	15,400.00
Total deductions from income	1,547,727.68
Net income	\$786,797.06
Dividends declared, 4 per cent on preferred stock	674,532.00
Surplus for the year ending June 30, 1899	\$112,265.06
Balance profit and loss account, June 30, 1898, surplus	357,349.21
Total profit and loss account, surplus	\$469,614.27
Deduct amount carried to improvement fund	112,265.06
Balance profit and loss account June 30, 1899, surplus	\$357,349.21
EARNINGS FROM OPERATION.	
Passenger revenue	\$2,091,256.18
Less repayments	8,837.53
Total passenger revenue	\$2,082,418.65

Mail	\$78,421.50
Express	166,789.86
Extra baggage, storage, and other items	40,156.66
Total passenger earnings	\$2,367,786.67
Freight revenue	\$4,996,965.24
Less repayments	137,431.84
Total freight revenue	\$4,859,533.40
Other items	122,138.50
Total freight earnings	4,981,671.90
Total passenger and freight earnings	\$7,349,458.57
Other earnings from operation:	
Rents from tracks, yards, and terminals	\$7,500.00
Rentals not otherwise provided for	54,914.53
Other sources	16,336.90
Wharves, elevators, and stores	218,870.16
Total other earnings	297,621.59
Total gross earnings from operation	\$7,647,080.16
OPERATING EXPENSES.	
Maintenance of way and structures:	
Superintendence	\$12,983.22
Repairs of roadway	450,369.33
Renewals of rails	42,945.91
Renewals of ties	120,284.03
Repairs of bridges and culverts	46,379.62
Repairs of fences, road crossings, signs, and cattle guards	30,108.76
Repairs of buildings	235,406.61
Repairs of docks and wharves	448.11
Repairs of telegraph	2,468.27
Stationery and printing	370.86
Total	\$941,764.72
Maintenance of equipment:	
Superintendence	\$21,177.90
Repairs and renewals of locomotives	493,702.52
Repairs and renewals of passenger cars	114,615.90
Repairs and renewals of freight cars	426,213.86
Repairs and renewals of work cars	19,508.17
Shop, machinery, tools, etc.	41,264.02
Stationery and printing	1,815.82
Total	\$1,118,298.19

Conducting transportation:	
Superintendence	\$99,370.41
Wages of enginemen, firemen, and roundhouse-men	553,145.19
Fuel for locomotives	674,920.89
Water supplies for locomotives	34,837.88
All other supplies for locomotives	36,398.38
Wages of other trainmen	395,617.97
All other train supplies	40,152.30
Wages of switchmen, flagmen, and watchmen	242,363.64
Expense of telegraph, including train dispatchers and operators	59,497.79
Wages of station agents, clerks, and laborers .	391,839.30
Station supplies	36,254.53
Clearing wrecks	7,561.58
Car mileage, balances	258,003.96
Loss and damage	54,380.07
Injuries to persons	114,818.36
Stationery and printing	25,992.53
Other expenses	3,237.15
Total	\$3,028,391.93
General expenses:	
Salaries of officers	\$23,331.32
Salaries of clerks	24,534.38
General office expenses and supplies	12,270.00
Agencies, including salaries and rent	17,006.66
Advertising	12,703.37
Insurance	13,109.73
Expense of fast freight lines and traffic associations	41,007.79
Expense of stock yards, wharves, and elevators	1,934.43
Rents for tracks, yards, and terminals . . .	35,834.69
Rentals not otherwise provided for	8,248.12
Legal expenses	15,856.02
Stationery and printing	1,853.36
Other general expenses	16,410.71
Total	\$224,100.58
Recapitulation of expenses:	
Maintenance of way and structures	\$941,764.72
Maintenance of equipment	1,118,298.19
Conducting transportation	3,028,391.93
General expenses	224,100.58
Grand total	\$5,312,555.42
Percentage of operating expenses to earnings .	69.47

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Lands, land damages, and fences	\$34,394.53
GENERAL BALANCE SHEET.	
Cost of road	\$39,708,426.48
Cost of equipment	4,129,786.00
Vermont & Massachusetts R. R. improvements	1,756,737.38
Total permanent investments	\$45,594,949.86
Cash	\$1,247,344.64
Bills receivable	141,982.95
Due from agents	380,153.43
Traffic balance from other companies	507,767.20
Due from solvent companies and other individuals	3,655.53
Other cash assets	629,562.19
Total cash and current assets	2,910,465.94
Other assets:	
Materials and supplies	\$746,066.42
Fund for redemption of matured bonds	15,000.00
Total other assets	761,066.42
Total	\$49,266,482.22
Capital stock:	
Common	\$7,000,000.00
Preferred	17,360,000.00
Total capital stock	\$24,360,000.00
Funded debt	22,168,000.00
Bonds matured, not paid	15,000.00
Current liabilities:	
Audited vouchers and accounts	\$308,628.83
Wages and salaries	119,879.37
Traffic balances due other companies	371,863.34
Dividends not called for	348,504.50
Matured interest coupons unpaid (including coupons due July 1)	70,275.00
Due other companies and individuals	525,537.92
Total current liabilities	1,744,688.96

Accrued liabilities:		
Accrued rentals not yet due	\$64,120.00	
Accrued interest not yet due	234,723.31	
Accrued taxes not yet due	200,307.03	
Total accrued liabilities		\$499,150.34
Improvement fund		72,293.71
Accident and insurance fund		50,000.00
Profit and loss balance		357,349.21
Total		\$49,266,482.22
CAPITAL STOCK.		
\$100,000 per mile for double track; \$70,000 per mile for single track; \$3,000,000 for terminals at Boston.		
Capital stock issued (number of shares, 243,600); amount paid in		\$24,360,000.00
Total number of stockholders (common, 71; preferred, 5,835)		5,906
Number of stockholders in New Hampshire (common, 7; preferred, 588)		595
Amount of stock held in New Hampshire (common, \$11,300; preferred, \$970,000)		\$981,300.00

RAILROAD COMMISSIONERS' REPORT.

FUNDED DEBT.

Designation of lien.	Date.	Term of years.	Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.	Rate.	When payable.	Accrued during year.	Paid during year.
Fitchburg R. R.	Oct. 1, 1879	20	\$500,000.00	\$500,000.00	\$500,000.00	5	April and Oct.	\$25,000.00	\$35,075.00
"	1, 1880	20	500,000.00	500,000.00	500,000.00	5	"	25,000.00	24,975.00
"	1, 1881	20	500,000.00	500,000.00	500,000.00	5	"	25,000.00	25,225.00
"	April 1, 1882	20	500,000.00	500,000.00	500,000.00	5	Oct. and April.	25,000.00	25,000.00
"	1, 1883	20	500,000.00	500,000.00	500,000.00	5	"	25,000.00	25,350.00
"	Mar. 1, 1884	20	500,000.00	500,000.00	500,000.00	5	"	25,000.00	25,940.00
"	1, 1885	20	500,000.00	500,000.00	500,000.00	4	Sept. and March.	20,000.00	19,940.00
"	June 1, 1885	20	500,000.00	500,000.00	500,000.00	4	Dec. and June.	20,000.00	19,450.00
"	Feb. 1, 1887	20	5,000,000.00	5,000,000.00	5,000,000.00	4	Aug. and Feb.	200,000.00	200,000.00
"	April 1, 1887	20	1,500,000.00	1,500,000.00	1,500,000.00	4	Oct. and April.	60,000.00	60,340.00
"	1, 1888	20	2,000,000.00	2,000,000.00	2,000,000.00	5	Nov. and May	100,000.00	99,675.00
"	May 1, 1888	20	500,000.00	500,000.00	500,000.00	5	Dec. and June.	25,000.00	24,900.00
"	June 1, 1890	30	500,000.00	500,000.00	500,000.00	4	"	20,000.00	20,080.00
"	1, 1890	10	1,791,000.00	54,000.00	54,000.00	4	"	2,160.00	2,160.00
"	Mar. 1, 1893	10	"	375,000.00	375,000.00	5	Sept. and March.	18,900.00	18,675.00
"	Sept. 1, 1893	10	"	1,000,000.00	1,000,000.00	5	March and Sept.	50,000.00	49,150.00
"	1, 1893	10	2,500,000.00	500,000.00	500,000.00	5	May and Nov.	25,000.00	25,125.00
"	Dec. 1, 1893	10	"	500,000.00	500,000.00	5	June and Dec.	25,500.00	24,450.00
"	May 1, 1894	20	"	500,000.00	500,000.00	4	Nov. and May	24,360.00	24,960.00
"	Mar. 1, 1896	20	1,353,000.00	1,353,000.00	1,353,000.00	4	Sept. and March.	20,000.00	20,000.00
"	1, 1896	20	500,000.00	500,000.00	500,000.00	4	Jan. and July.	110,000.00	111,150.00
"	July 1, 1897	30	2,750,000.00	2,750,000.00	2,750,000.00	4	Sept. and March.	54,000.00	57,900.00
"	Mar. 1, 1898	30	1,450,000.00	1,450,000.00	1,450,000.00	5	July and Jan.	25,000.00	24,150.00
"	1, 1898	30	1,750,000.00	15,000.00	15,000.00	5	Sept. and March.	75.00	75.00
Troy & Bennington, 1st mortgage.	Oct. 1, 1877	20							
Bennington & Peterborough R. R.	July 1, 1874	50		577,000.00	577,000.00	7	Jan. and July.	40,390.00	40,390.00
Peterborough & Fitchburg R. R.	Dec. 1, 1891	20	100,000.00	100,000.00	100,000.00	5	Jan. and Dec.	5,000.00	4,950.00
Cheshire R. R.	July 1, 1878	20							195.00

MORTGAGE LIENS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
-----------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

PASSENGER, FREIGHT, AND TRAIN MILEAGE.	
Passenger traffic:	
Number of passengers carried earning revenue	6,818,630
Number of passengers carried one mile . . .	115,677,303
Average of distance carried, miles . . .	16.96
Total passenger revenue	\$2,082,418.65
Average amount received from each passenger	.3054
Average receipts per passenger per mile . .	.0180
Passenger earnings per mile of road . . .	5,172.32
Passenger earnings per train mile . . . .	.9562
Freight traffic:	
Number of tons carried of freight earning revenue	5,211,203
Number of tons carried one mile	630,050,444
Average distance haul of one ton, miles . .	120.90
Total freight revenue	\$4,859,533.40
Av'ge amount received for each ton of freight	.9325
Average receipts per ton per mile . . . .	.0077
Freight earnings per mile of road	10,882.24
Freight earnings per train mile	1.6930
Train mileage:	
Miles run by passenger trains	2,476,360
Miles run by freight trains	2,942,604
Total mileage trains earning revenue . . .	5,418,964
Miles run by switching trains	764,182
Miles run by construction and other trains .	162,884
Total train mileage	6,346,030
Average number of persons employed . . .	4,664
RATES OF FARE.	
Average rate of fare per mile received for local tickets	1.85 cents
Average rate of fare per mile received for commutation tickets	1.25 "
Average rate of fare per mile received for mileage tickets	2.00 "
Average rate of fare per mile received for season tickets	0.64 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies	2.00 "

RATES OF FREIGHT.	
Average rate per ton per mile received from freight way-billed local	2.41 cents
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies	0.64 "
DESCRIPTION OF ROAD OWNED.	
Main line of road from:	
Boston to Fitchburg	50.00 miles
Greenfield to Troy, N. Y., and Rotterdam	145.63 "
South Ashburnham to Bellows Falls	53.62 "
Total length of main line	249.25 miles
Main line of road in New Hampshire	42.81 "
Main line of road in New York	89.47 "
Main line of road in Vermont	12.16 "
Main line of road in Massachusetts	104.81 "
Double track on main line	100.94 "
Third track on main line	1.66 "
Branches owned by company:	
Boston ice track (double track) . . . . .	.68 "
Watertown branch (double track)	6.60 "
Marlborough branch (single track)	12.42 "
Peterborough & Shirley branch (single track)	23.62 "
Worcester branch (single track)	36.00 "
Ashburnham branch (single track)	2.59 "
Saratoga & Schuylerville branch (single track)	25.52 "
Monadnock branch (single track)	15.80 "
Milford branch (single track)	21.46 "
Total length of branches owned by company	144.69 miles
Total length of branches owned by company in New Hampshire	34.27 "
Total length of branches owned by company in Massachusetts	84.90 "
Total length of branches owned by company in New York	25.52 "
Double track on branches	7.28 "
Total road belonging to this company	393.94 miles
Sidings and other tracks not before enumerated	255.22 "
Same in New Hampshire	23.98 "
Total length of track owned, computed as single track	759.04 "
Same in New Hampshire	101.06 "
Total length of tracks laid with steel rails	759.04 "
(Weights per yard, 60, 72, 76, 85, 93 lbs.)	

Roads and branches belonging to other companies, operated by this company under lease or contract, the operations of which are included in this return.

Vermont & Massachusetts R. R.	56.00 miles
Turner's Falls branch	2.80 "
Troy & Bennington R. R.	5.04 "
Total length of above roads	63.84 miles
Total length of above roads in Massachusetts	58.80 "
Total length of above roads in New York	5.04 "
Total miles of road operated by this company	457.78 "
Total miles of road operated by this company in New Hampshire	77.08 "
Number of stations in New Hampshire on all roads operated by this company	28
Number of telegraph offices in same	13
Number of stations on all roads owned by this company	143
Same in New Hampshire	28

LIST OF ACCIDENTS.

	From causes beyond their own control in New Hampshire.		From their own misconduct or carelessness in New Hampshire.		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....							1	25
Employees.....		1		3		4	12	125
Others.....			1		1		24	20
Total....		1	1	3	1	4	37	170

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

1898, September 1. At Peterborough, D. D. Britton, conductor, was coupling cars, and had his collar bone broken by being caught between ends of cars.

October 9. At Keene, Jerry McCarthy was struck by light engine No. 248, and so badly injured that he died the same day. It is supposed that he was walking on track in Keene freight yard.

November 10. At Milford, H. H. Webber, freight brakeman, in getting off top of box freight car, lost his hold and fell to the ground, striking left hip and back on rail.

November 21. At Bellows Falls, J. Welch, freight brakeman, while coupling cars had right thumb crushed by being caught between drawbars.

1899, January 31. At North Brookline, C. F. Allison, engineer, had spine injured by being thrown against cab of engine. Tire broke on engine No. 92, which he was running.

EQUIPMENT.

	Number owned.	Number leased.	Total number.	Maximum weight.	Average weight.	Number equipped with train brake.	Number equipped with driving-wheel brake.	Number equipped with patent coupler.
Passenger locomotives.....	69	4	73	253,900	157,449	73	73	73
Freight ".....	104	.....	104	265,500	203,335	104	104	104
Other ".....	31	.....	31	177,350	140,100	8	30	30
Total.....	204	4	208	.....	.....	185	207	207
Passenger cars.....	167	.....	167	.....	.....	166	.....	166
Combination cars.....	35	.....	35	.....	.....	35	.....	35
Baggage, mail, and express cars.....	51	.....	51	.....	.....	51	.....	51
Inspection car.....	1	.....	1	.....	.....	.....	.....	.....
Directors' and pay cars.....	2	.....	2	.....	.....	2	.....	3
Total.....	256	.....	256	.....	.....	254	.....	263
Box freight cars (basis of 6 wheels).....	3,398	.....	3,398	.....	.....	2,974	.....	3,318
Stock freight cars (basis of 8 wheels).....	68	.....	68	.....	.....	66	.....	66
Coal freight cars (basis of 8 wheels).....	794	.....	794	.....	.....	505	.....	788
Flat freight cars (basis of 8 wheels).....	609½	.....	609½	.....	.....	374	.....	573
Total.....	4,869½	.....	4,869½	.....	.....	3,919	.....	4,745
Gravel cars in company's service.....	118	.....	118	.....	.....	.....	.....	.....
Derrick cars in company's service.....	11	.....	11	.....	.....	8	.....	7
Caboose cars in company's service.....	90	.....	90	.....	.....	7	.....	89
Other road cars in company's service.....	62	.....	62	.....	.....	43	.....	40
Total.....	281	.....	281	.....	.....	58	.....	136

Number of cars in passenger equipment with 8 wheels fitted with brakes for all wheels, 246.

Number of cars in passenger equipment with 12 wheels fitted with brakes for all wheels, 6.

GENERAL INFORMATION.

Highway and railroad crossings in New Hampshire on miles of road owned.

Number of crossings on highways at grade . . .	70
Number of crossings on highways over railroad .	11
Number of crossings on highways under railroad	11
Number of highway bridges 18 feet above track .	8
Number of highway bridges less than 18 feet above track	3
Height of lowest bridge above the rails	17 ft. 2 in.
Number of crossings at which gates or flagmen are maintained	4
Number of crossings at which electric signals are maintained	2
Number of crossings at which there are neither signals nor flagmen	64
Number of railroad crossings under other railroads	1
Manchester & Keene R. R., 1 mile east of Keene.	

New bridges of over ten feet span, built within the year, on roads operated in New Hampshire (including those replacing old structures and those built where none before existed).

No.	Location.	To replace.	Description.	Length of span and number of tracks.	Cost.
4	Monadnock branch . . .	Trussed stringer . . .	Trussed wooden stringer	34.5 ft., 1 track . . .	\$130.00
5	Monadnock branch . . .	Trussed stringer . . .	Trussed wooden stringer	33.0 ft., 1 track . . .	130.00
6	Monadnock branch . . .	Trussed stringer . . .	Trussed wooden stringer	28.6 ft., 1 track . . .	130.00
7	Monadnock branch . . .	Trussed stringer . . .	Trussed wooden stringer	30.5 ft., 1 track . . .	130.00
8	Monadnock branch . . .	Trussed stringer . . .	Trussed wooden stringer	30.5 ft., 1 track . . .	130.00
9	Monadnock branch . . .	Trussed stringer . . .	Keyed wooden stringer	22.0 ft., 1 track . . .	96.91

Bridges on roads operated in New Hampshire.

Total length of pile and trestle bridging, Monadnock branch	73.5 feet
Total amount expended for repairs and renewals of bridges	\$1,856.38

Number of new ties laid in New Hampshire . . .	24,075
Cheshire branch 12,912	
Monadnock branch 3,341	
Greenville branch 4,189	
Milford branch 3,633	
Tons of steel rails laid in New Hampshire . . .	400
Side track laid in New Hampshire	1,124 feet
Le Blanc Bros., Milford	200 "
Hadley's, Monadnock	315 "
Hayden's quarry, North Brookline	364 "
J. P. Rust, Keene	245 "

NAMES AND RESIDENCES OF OFFICERS.

Edmund D. Codman, *President*, Boston, Mass.; A. S. Crane, *General Traffic Manager*, Boston, Mass.; George A. Torrey, *General Counsel*, Boston, Mass.; J. W. Richards, *Auditor*, Boston, Mass.; F. O. Melcher, *Superintendent*, Boston, Mass.; T. A. Dugan, *Assistant General Freight Agent*, Boston, Mass.; C. M. Burt, *General Passenger Agent*, Boston, Mass.; Daniel A. Gleason, *Treasurer*, Boston, Mass.; Paul Crocker, *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Edmund D. Codman, Boston, Mass.; Robert Codman, Boston, Mass.; Rodney Wallace, Fitchburg, Mass.; Charles T. Crocker, Fitchburg, Mass.; Joseph R. Leeson, Boston, Mass.; Charles T. Plunkett, Adams, Mass.; James Renfrew, Adams, Mass.; W. Seward Webb, New York City; Francis Smith, Rockland, Me.; William H. Hollister, New York City; Charles Lowell, Boston, Mass.; Joseph B. Russell, Belmont, Mass.; Brigham N. Bullock, Fitchburg, Mass.; William E. Rice, Worcester, Mass.

PROPER ADDRESS OF THE COMPANY.

FITCHBURG RAILROAD COMPANY,
BOSTON, MASS.

EDMUND D. CODMAN,
President.

F. O. MELCHER,
Superintendent.

DANIEL A. GLEASON,
Treasurer.

J. W. RICHARDS,
Auditor.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. August 25, 1899. Then personally appeared Edmund D. Codman, F. O. Melcher, Daniel A. Gleason, and J. W. Richards, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ALBERT S. CHEEVER,
Notary Public.

REPORT

OF THE

FRANKLIN & TILTON RAILROAD

FOR THE YEAR ENDING JUNE '30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Balance profit and loss account June 30, 1898, surplus	\$4,598.00
Balance profit and loss account June 30, 1899, surplus	4,598.00
GENERAL BALANCE SHEET.	
Cost of road	\$250,000.00
C. & M. and B. & M. R. R. lease account	4,598.00
Total	\$254,598.00
Capital stock, common	\$250,000.00
Profit and loss balance	4,598.00
Total	\$254,598.00
CAPITAL STOCK.	
Capital stock authorized by charter	\$300,000.00
Capital stock authorized by votes of company	250,000.00
Capital stock issued (number of shares, 2,500); amount paid in	250,000.00
Total number of stockholders	2
Number of stockholders in New Hampshire	2
Amount of stock held in New Hampshire	\$250,000.00
DESCRIPTION OF ROAD OWNED.	
Main line of road from Franklin to Tilton	5 miles
Main line of road in New Hampshire	5 "

NAMES AND RESIDENCES OF OFFICERS.

Benjamin A. Kimball, *President*, Concord, N. H.; Frank Proctor, *Treasurer*, Franklin Falls, N. H.; Edward G. Leach, *Clerk of Corporation*, Franklin Falls, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Benjamin A. Kimball, Concord, N. H.; Samuel S. Kimball, Concord, N. H.; Alvah W. Sulloway, Franklin, N. H.; Frank Jones, Portsmouth, N. H.; Horace E. Chamberlin, Concord, N. H.; Alfred E. Tilton, Tilton, N. H.

PROPER ADDRESS OF THE COMPANY.

FRANKLIN & TILTON RAILROAD,
FRANKLIN FALLS, N. H.

BENJAMIN A. KIMBALL,
President.

FRANK PROCTOR,
Treasurer.

STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. September 14, 1899. Then personally appeared Benjamin A. Kimball, president, and Frank Proctor, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

EDWARD G. LEACH,
Justice of the Peace.

REPORT

OF THE

MAINE CENTRAL RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$5,049,689.16
Less operating expenses	3,283,337.40
Income from operation	\$1,766,351.76
Interest on Maine Central R. R. bond*	\$35.00
Dividends on stocks owned:	
Portland & Rochester R. R.	282.00
Portland & Ogdensburg Ry.	3,963.60
Knox & Lincoln Ry.	10,000.00
Bridgton & Saco River R. R. Co.	200.00
St. John Bridge & Ry. Extension Co.	5,000.00
Miscellaneous income, less expenses	33,999.08
Income from other sources	53,479.68
Total income	\$1,819,831.44
Deductions from income:	
Interest on funded debt accrued during the year	\$582,046.11
Interest and discount on interest bearing current liabilities	17,319.17
Taxes	121,723.33

* The coupons on the bonds of the Upper Coös Railroad, Knox & Lincoln Railway, and Maine Shore Line Railroad Co., owned by Maine Central Railroad Co., are cut off and canceled as they become due.

Rentals:		
European & North American Ry.	\$165,500.00	
Belfast & Moosehead Lake R. R. .	36,000.00	
Dexter & Newport R. R. . .	13,914.16	
Eastern Maine Ry. . . .	9,500.00	
Portland & Ogdensburg Ry. . .	202,300.76	
Dexter & Piscataquis R. R. . .	13,350.00	
Upper Coös R. R.	61,375.00	
Hereford Ry.	64,500.00	
Knox & Lincoln Ry.	80,650.00	
Paid trustees sinking funds . .	29,440.00	
Total deductions from income		\$1,397,618.53
Net income		\$422,212.91
Dividends declared, 6 per cent on common stock		298,531.50
Surplus for the year ending June 30, 1899 .		\$123,681.41
Balance profit and loss account, June 30, 1899, surplus		42,338.83
Total profit and loss account, surplus . .		\$166,020.24
Add:		
Premiums on bonds sold . . .	\$20,947.35	
Androscoggin & Kennebec and Penobscot & Kennebec stock* .	8,000.00	
		28,947.35
		\$194,967.59
Deduct amounts paid for subscriptions to capital stock of various railroads charged off as being without marketable value:		
Sebasticook & Moosehead R. R. Co. stock	\$8,000.00	
Northern Maine R. R. Co. stock .	27,503.97	
Phillips & Rangeley R. R. stock .	25,000.00	
Kingfield & Dead River R. R. Co. stock	9,500.00	
		\$70,003.97
Miscellaneous accounts	583.38	
		70,587.35
Balance profit and loss account June 30, 1899, surplus		\$124,380.24

*\$8,000 credited to profit and loss account representing that amount of stock of the Androscoggin & Kennebec, and Penobscot & Kennebec Railroad Cos., exchangeable for Maine Central Railroad Co.'s stock when presented, the capital stock being thereby reduced in the amount of \$8,000. Stock has been long outstanding and may never be presented for exchange.

EARNINGS FROM OPERATION.	
Passenger revenue	\$1,894,619.63
Less repayments:	
Tickets redeemed	\$2,931.10
Excess fares refunded	6,542.38
Total deductions	9,473.48
Total passenger revenue	\$1,885,146.15
Mail	\$179,260.12
Express	74,200.00
Extra baggage and storage	31,371.61
Other items	11,486.43
Total passenger earnings	296,318.16
Total passenger earnings	\$2,181,464.31
Freight revenue	\$2,862,972.89
Less repayments:	
Overcharge to shippers	\$30,971.60
Other repayments	2,802.57
Total deductions	33,774.17
Total freight revenue	\$2,829,198.72
Other items	11,434.47
Total freight earnings	\$2,860,633.19
Total passenger and freight earnings	\$5,022,097.50
Rents from tracks, yards, and terminals	27,591.66
Total gross earnings from operation	\$5,049,689.16
OPERATING EXPENSES.	
Maintenance of way and structures:	
Repairs of roadway	\$424,620.25
Renewals of rails	46,696.69
Renewals of ties	98,683.23
Repairs of bridges and culverts	40,315.47
Repairs of fences, road crossings, signs, and cattle guards	16,008.38
Repairs of buildings	77,048.70
Repairs of docks and wharves	4,518.78
Superintendence and general expenses	11,518.96
Total	\$719,410.46

Maintenance of equipment:	
Repairs and renewals of locomotives . . .	\$206,888.57
Repairs and renewals of passenger cars . . .	85,379.44
Repairs and renewals of freight cars . . .	274,940.16
Repairs and renewals of steamboats . . .	23,089.84
Shop, machinery, tools, etc.	14,479.44
Other expenses	24,682.21
Total	\$629,459.66
Conducting transportation:	
Wages of enginemen, firemen, and roundhouse-men	\$284,980.51
Fuel for locomotives	360,385.33
Water supplies for locomotives	23,403.85
All other supplies for locomotives	8,652.18
Wages of other trainmen	205,023.98
All other train supplies	51,377.47
Wages of switchmen, flagmen, and watchmen	138,903.16
Expense of telegraph, including train dispatchers and operators	58,711.03
Wages of station agents, clerks, and laborers	225,083.53
Station supplies	47,321.21
Car mileage balances	95,722.33
Loss and damage	28,149.30
Injuries to persons	129,802.04
Steamboats, expenses of, including wages, fuel, and supplies	28,428.39
Other expenses	75,439.34
Total	\$1,761,383.65
General expenses:	
Salaries of officers	\$33,610.63
Salaries of clerks	21,245.95
General office expenses and supplies	13,574.55
Agencies, including salaries and rent	5,825.54
Advertising	16,172.21
Insurance	38,205.90
Rents for tracks, yards, and terminals	7,500.00
Legal expenses	31,143.57
Stationery and printing	3,931.58
Other general expenses	1,873.70
Total	\$173,083.63
Recapitulation of expenses:	
Maintenance of way and structures	\$719,410.46
Maintenance of equipment	629,459.66
Conducting transportation	1,761,383.65
General expenses	173,083.63
Grand total	\$3,283,337.40
Percentage of operating expenses to earnings	65.021

GENERAL BALANCE SHEET.			
Cost of road			\$13,032,524.86
Cost of equipment			2,434,639.47
Bonds of:			
Maine Central R. R., consols	\$500.00		
Upper Coös R. R.	118,000.00		
Knox & Lincoln Ry.	31,000.00		
Maine Shore Line R. R.	5,000.00		
		154,500.00	
Stock of:			
Portland & Rochester R. R.	\$4,700.00		
Portland & Ogdensburg Ry.	79,272.00		
Knox & Lincoln R. R. Co.	262,467.28		
Bridgton & Saco River R. R. Co.	5,000.00		
St. John Bridge & Ry. Extension Co.	20,000.00		
Portland, Mt. Desert & Machias Steamboat Co.	91,000.00		
Portland Union Ry. Station Co.	25,000.00		
		487,439.28	
Total permanent investments			\$16,109,103.61
Cash	\$277,413.66		
Bills receivable	155,000.00		
Due from agents	93,532.52		
Net traffic balance from other companies	86,899.48		
Due from solvent companies and other individuals	201,180.94		
		814,026.60	
Total cash and current assets			814,026.60
Other assets:			
Materials and supplies	\$421,519.41		
Sinking funds	518,855.77		
		940,375.18	
Total other assets			940,375.18
Total			\$17,863,505.39

ROADS

Maine Central Railroad Co. and leased roads.—

NAME OF ROAD.	CAPITAL STOCK.			FUNDED
	Amount outstand- ing.	Dividends paid.		Date of issue.
		Rate per cent.	Amount.	
Maine Central.....Common	\$4,975,600.00	6	\$298,531.50	April 1, 1872
" ".....Scrip	1,200.00			April 1, 1872
" ".....				April 1, 1872
" ".....				April 1, 1872
" ".....				June 1, 1883
" ".....				July 1, 1886
" ".....				July 1, 1887
" ".....				Oct. 1, 1870
" ".....				Feb. 1, 1886
" ".....				May 31, 1870
Maine Shore Line.....				June 1, 1883
Androscoggin & Kennebec (stock bonds).....	11,000.00			
Total for road owned.....	\$4,987,800.00		\$298,531.50	

ROADS

NAME OF ROAD.	CAPITAL STOCK.			FUNDED
	Amount outstand- ing.	Dividends paid.		Date of issue.
		Rate per cent.	Amount.	
Belfast & Moosehead Lake, com- mon	\$380,400.00	2.84	\$10,808.00	May 15, 1883
Belfast & Moosehead Lake, pre- ferred	267,700.00	6	16,062.00	
Dexter & Newport	122,000.00	3	3,660.00	Sept. 1, 1897
Dexter & Piscataquis	122,000.00	5	6,100.00	July 1, 1889
European & North American.....	2,491,300.00	5	124,565.00	Jan. 2, 1893
Eastern Maine.....	200,000.00	4½	9,000.00	
Knox & Lincoln.....	200,000.00	5	10,000.00	Feb. 1, 1891
Penobscot Shore Line.....				Aug. 1, 1890
Portland & Ogdensburg	4,392,538.00	2	87,850.76	Nov. 1, 1888
" ".....				July 1, 1870
Upper Coös.....	350,000.00	6	21,000.00	May 1, 1890
" ".....				May 1, 1890
Hereford	800,000.00	4	82,000.00	May 1, 1890
Total for roads leased.....	\$9,325,988.00		\$321,040.76	
Grand total Maine Central and leased roads.....	\$14,313,738.60		\$619,572.26	

OWNED.

Capital stock and funded debt June 30, 1899.

DEBT.

Class.	Bonds out-standing.	Date of maturity.	Interest.		Interest accrued for year.
			Rate per cent.	When payable.	
Consolidated ...	\$3,924,000.00	April 1, 1912	7	April and Oct. 1	\$274,680.00
" ...	289,500.00	April 1, 1912	5	April and Oct. 1	13,475.00
" ...	1,525,000.00	April 1, 1912	4½	April and Oct. 1	68,025.00
" ...	2,824,000.00	April 1, 1912	4	April and Oct. 1	111,847.78
Collateral trust.	669,000.00	June 1, 1923	5	June and Dec. 1	33,450.00
Sinking fund					
Imp. A.....	200,000.00	July 1, 1916	4½	Jan. and July 1	9,000.00
Sinking fund					
Imp. B.....	250,000.00	July 1, 1917	4½	Jan. and July 1	11,250.00
Extension.....	441,500.00	Oct. 1, 1900	6	April and Oct. 1	28,158.33
Sinking fund...	600,000.00	Feb. 1, 1905	4½	Feb. and Aug. 1	27,000.00
Interest scrip ..	8,192.00				
.....	81,000.00	June 1, 1922	6	June and Dec. 1	4,560.00
	\$10,792,192.00				\$582,046.11

LEASED.

DEBT.

Class.	Bonds out-standing.	Date of maturity.	Interest.		Interest accrued for year.
			Rate per cent.	When payable.	
.....	\$126,500.00	May 15, 1920	4	May and Nov. 1	\$5,060.00
.....					
.....	175,000.00*	Sept. 1, 1917	4	Mar. and Sept. 1	5,838.33
.....	175,000.00*	July 1, 1927	4	Jan. and July 1	7,000.00
.....	1,000,000.00*	Jan. 1, 1933	4	Jan. and July 1	40,000.00
.....					
.....	400,000.00*	Feb. 1, 1921	5	Feb. and Aug. 1	20,000.00
.....	1,300,000.00*	Aug. 1, 1920	4	Feb. and Aug. 1	52,000.00
.....	1,319,000.00*	Nov. 1, 1908	5	May and Nov. 1	65,950.00
Consolidated ...	800,000.00*	July 1, 1900	6	Jan. and July 1	48,000.00
1st mortgage ...	683,000.00*	May 1, 1930	4½	May and Nov. 1	31,185.00
.....	350,000.00*	May 1, 1930	4	May and Nov. 1	14,000.00
.....	800,000.00*	May 1, 1930	4	May and Nov. 1	32,000.00
	\$7,138,500.00				\$321,028.33
	\$17,930,692.00				\$903,074.44

Principal and interest guaranteed by Maine Central Railroad Company.

Capital stock, common		\$4,987,800.00
Funded debt*		10,792,192.00
Current liabilities:		
Loans and bills payable	\$500,000.00	
Audited vouchers and accounts	216,873.64	
Wages and salaries	72,640.16	
Dividends not called for	8,647.54	
Matured interest coupons unpaid (including coupons due July 1)	33,580.00	
Rentals (due July 1)	54,335.00	
Miscellaneous	21,858.50	
Total current liabilities		907,934.84
Accrued liabilities:		
Accrued rentals not yet due	\$113,475.07	
Accrued interest not yet due	144,634.01	
Accrued taxes not yet due	45,907.71	
Total accrued liabilities		304,016.79
Appropriation for new equipment under construction		50,000.00
Injury fund		67,186.44
Sundry lease accounts		111,139.31
Sinking funds for redemption of bonds		518,855.77
Profit and loss balance		124,380.24
Total		\$17,863,505.39

PRESENT OR CURRENT LIABILITIES NOT INCLUDED
IN THE BALANCE SHEET.

Bonds guaranteed by this company or a lien on its road †	\$7,012,000.00
Overdue interest on same included in balance sheet.	
Bonds of Portland Union Ry. Steamboat Co., principal and interest guaranteed by Boston & Maine and Maine Central Railroads	300,000.00
Total (not included in balance sheet)	\$7,312,000.00

* The following described over-due bonds which have not been presented for payment are withdrawn from the "Funded Debt" and included in "Current Liabilities," being treated as a current liability.

Androscoggin & Kennebec Railroad Co.'s bonds (\$100 paid during year)	\$1,400.00
Portland & Kennebec Railroad consol. bonds	700.00
Bath loan to Androscoggin Railroad	500.00
Leeds & Farmington Railroad bonds	400.00
Maine Central 7 per cent loan	2,400.00
	\$5,400.00

† For details see tables on pages 74, 75.

CAPITAL STOCK.	
Capital stock authorized by charter	\$10,000,000.00
Capital stock authorized by votes of company .	4,995,800.00
Maine Central stock, 49,756 shares \$4,975,600.00	
Maine Central stock scrip:	
Issue of September 15, 1891	700.00
Issue of April 15, 1893	500.00
Androscoggin & Kennebec stock bonds exchangeable for Maine Central stock	11,000.00
Total capital stock as per books of company	4,987,800.00
Total number of stockholders	844
Number of stockholders in New Hampshire .	64
Amount of stock held in New Hampshire . .	\$109,800.00
FUNDED DEBT.*	
Total interest paid on funded debt during year	\$581,564.25
Total amount of funded debt	10,792,192.00
PASSENGER, FREIGHT, AND TRAIN MILEAGE.	
Passenger traffic:	
Number of passengers carried earning revenue	2,136,470
Number of passengers carried one mile . . .	83,103,024
Average of distance carried, miles	38.90
Total passenger revenue	\$1,885,146.15
Average amount received from each passenger	.88236
Average receipts per passenger per mile . .	.02268
Passenger earnings per mile of road . . .	2,677.69
Passenger earnings per train mile	1.25414
Freight traffic:	
Number of tons carried of freight earning revenue	3,217,809
Number of tons carried one mile	256,903,895
Average distance haul of one ton, miles . .	79.84
Total freight revenue	\$2,829,198.72
Average amount received for each ton of freight	.87923
Average receipts per ton per mile . . . .	.01101
Freight earnings per mile of road	3,486.81
Freight earnings per train mile	1.87613
Train mileage:	
Miles run by passenger trains	1,739,415
Miles run by freight trains	1,514,095
Total mileage trains earning revenue . . .	3,253,510

* For detail of Funded Debt and interest accrued on same during the year see pages 74, 75.

Miles run by switching engines	1,149,947
Miles run by construction and other trains . .	190,475
Total engine mileage	4,593,932
RATES OF FARE.	
Average rate of fare per mile received for local tickets *	2.30 cents
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies . . .	2.25 "
DESCRIPTION OF ROAD OWNED.	
Main line of road from:	
Portland to Bangor	136.60 miles
Brunswick to Bath	8.90 "
Cumberland Junction to Skowhegan	91.20 "
Leed's Junction to Farmington	36.40 "
Crowley's Junction to Lewiston	4.80 "
Brunswick to Leed's Junction	26.20 "
Brewer Junction to Mt. Desert Ferry	41.13 "
Double track on main line	32.80 "
Total road belonging to this company . . .	378.03 miles
Sidings and other tracks not before enumerated	132.90 "
Total length of track owned, computed as single track	510.93 miles
Total length of tracks laid with steel rails . . . (Weights per yard, 52, 58, 67, 75 lbs.)	490.33 "
<i>Roads and branches belonging to other companies, operated by this company under lease or contract, the operations of which are included in this return.</i>	
European & North American Ry.	120.34 miles
Portland & Ogdensburg Ry.	109.84 "
Belfast & Moosehead Lake R. R.	33.13 "
Dexter & Newport R. R.	14.23 "
Dexter & Piscataquis R. R.	16.54 "
Knox & Lincoln Ry.	48.39 "
Upper Coös R. R.	55.33 "
Hereford Ry.	52.85 "
Eastern Maine Ry.	18.80 "
Total length of above roads	469.45 miles

* Commutation, mileage, and season tickets included in local.

Total length of above roads in New Hampshire .	100.13 miles
Total length of above roads in Maine . . .	303.29 "
Total length of above roads in Vermont . . .	13.85 "
Total length of above roads in Canada . . .	52.18 "
Total miles of road operated by this company	814.68 miles
Total miles of road operated by this company in New Hampshire . . .	100.13 "
Number of stations in New Hampshire, on all roads operated by this company . . .	23
Number of telegraph offices in same . . .	22
Number of stations on all roads owned by this company . . .	86

EQUIPMENT.

	Number owned.	Number leased.	Total number.	Maximum weight.	Average weight.	Number equipped with train brake.	Number equipped with driving wheel brake.	Number equipped with patent coupler.
Passenger locomotives. } 114 46 { 61 218,000 157,800 61 54 27								
Freight " } 69 220,600 170,950 68 85								
Other " } 30 150,700 121,300 9 7								
Total.....	114	46	160	.....	.....	138	126	27
Passenger cars.....	114	57	171	75,200	51,300	171	.....	170
Combination cars.....								
Baggage, mail, and ex- 41 19 60 64,400 48,250 60								
press cars.....								
Directors' and pay cars 1 1 78,000 1								
Total.....	156	76	232	.....	.....	232	.....	231
Box freight car (basis of 8 wheels).....	423	579	1,002	28,950	23,000	508	.....	902
Stock freight cars (basis of 8 wheels).....	20	32	57	23,600	23,250	40	.....	55
Coal freight cars (basis of 8 wheels).....	249	.....	249	22,500	22,000	21	.....	249
Flat freight cars (basis of 8 wheels).....	1,296	731	2,029	21,000	18,250	1,079	.....	1,950
Other freight cars (basis of 8 wheels).....	8	5	13	26,000	24,250	1	.....	13
Total.....	2,003	1,347	3,350	.....	.....	1,649	.....	3,169
Gravel cars in company's service.....	38	20	58	9,400	9,400	.....	.....	.....
Derrick cars in company's service.....	19	2	21	26,500	24,000	3	.....	2
Caboose cars in company's service.....	52	16	68	32,000	30,500	1	.....	32
Other road cars in company's service.....	312	25	337	49,000	24,000	11	.....	42
Total.....	421	63	484	.....	.....	15	.....	76

Number of cars in passenger equipment with 8 wheels fitted with brakes for all wheels, 231.

Number of cars in passenger equipment with 12 wheels fitted with brakes for all wheels, 1.

LIST OF ACCIDENTS.

	From causes beyond their own control in New Hampshire.		From their own misconduct or carelessness in New Hampshire.		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....								11
Employees.....				5		5	4	62
Others.....			2	4	2	4	14	23
Total.....			2	9	2	9	18	96

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

Brakeman fell from train, cutting his windpipe badly.
 Brakeman was caught between cars and jammed while coupling.
 Brakeman had his hand jammed while coupling cars.
 Coal heaver had his hand jammed by coal derrick.
 Brakeman fell from car and was injured.
 Two trespassers, walking on track, were struck by train and killed.
 One trespasser, walking on track, was struck by train and injured.
 One trespasser tried to stop some cars and had his leg cut off in the attempt.
 Shifter struck team at crossing and threw man out, injuring his back.
 Boy, a trespasser, attempted to get on cars and had his leg cut off.

GENERAL INFORMATION.

Highway and railroad crossings in New Hampshire on miles of road leased.

Number of crossings on highways at grade	63
Number of crossings on highways over railroad	1

Number of crossings on highways under railroad	4
Number of highway bridges 18 feet above track	1
Height of lowest bridge above the rails	20 ft. 8 in.
Number of crossings at which gates or flagmen are maintained: in winter, 2; in summer . . .	5
Number of crossings at which there are neither signals nor flagmen	58
Number of railroad crossings at grade	7
Boston & Maine R. R., at Fabyan's, Whitefield, Scott's Junction, Waumbek Junction, and Coös Junction. Grand Trunk Ry., at North Stratford. Kilkenney Lumber Road, at Lancaster.	
<i>Bridges on roads operated in New Hampshire.</i>	
Total length of pile and trestle bridging (iron trestle)	1,003 feet
Bridges extensively repaired during the year: Burbank's overhead, Conway Center, rebuilt.	
Total amount expended for repairs and renewals of bridges	\$1,275.91
Number of new ties laid in New Hampshire:	
Portland & Ogdensburg Ry.	29,926
Upper Coös Railroad	18,927
Tons of steel rails laid in New Hampshire . .	560 448-2240
Side tracks laid in New Hampshire	5,447½ feet

NAMES AND RESIDENCES OF OFFICERS.

Franklin A. Wilson, *President* and *General Counsel*, Portland, Me.; George F. Evans, *Vice-President* and *General Manager*, Portland, Me.; George S. Hobbs, *General Auditor*, Portland, Me.; W. K. Sanderson, *General Freight Agent*, Portland, Me.; Frederic E. Boothby, *General Passenger and Ticket Agent*, Portland, Me.; George W. York, *Treasurer*, Portland, Me.; Josiah H. Drummond, *Clerk of Corporation*, Portland, Me.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

William G. Davis, Portland, Me.; George F. Evans, Portland, Me.; William P. Frye, Lewiston, Me.; Thomas W. Hyde, Bath, Me.; Samuel C. Lawrence, Medford, Mass.; Lewis Cass Ledyard, New York City; Joseph H. Manley, Augusta, Me.; Henry R. Reed, Boston, Mass.; Joseph S. Ricker, Portland, Me.; Lucius Tuttle, Boston, Mass.; John Ware, Waterville, Me.; Henry M. Whitney, Boston, Mass.; Franklin A. Wilson, Bangor, Me.

PROPER ADDRESS OF THE COMPANY.
MAINE CENTRAL RAILROAD COMPANY,
PORTLAND, MAINE.

GEORGE F. EVANS,
Vice-President and General Manager.

GEORGE W. YORK,
Treasurer.

GEORGE S. HOBBS,
General Auditor.

STATE OF MAINE.

CUMBERLAND, ss. Portland, Me., October 3, 1899. Then personally appeared George F. Evans, vice-president and general manager, George W. York, treasurer, George S. Hobbs, general auditor, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

HORACE G. PARKMAN,
Notary Public.

REPORT

OF THE

MANCHESTER & LAWRENCE RAIL- ROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$102,000.00
Dividends on stock owned:	
Mt. Washington R. R., 53 shares	159.00
Suncook Valley R. R., 170% shares	1,022.40
Miscellaneous income, less expense	29.20
Total income	\$103,210.60
Salaries and maintenance of organ- ization	\$1,708.80
Other deductions	203.75
Total deductions	1,912.55
Net income	\$101,298.05
Dividends declared, 10 per cent	100,000.00
Surplus for year ending June 30, 1899	\$1,298.05
Balance profit and loss account June 30, 1898, surplus	180,423.61
Total profit and loss account, surplus	\$181,721.66
Amount of materials and supplies on hand at the inception of the lease which the Boston & Maine R. R. must account for to the Manchester & Lawrence R. R. at the termination of the lease	5,284.20
	\$187,005.86

Amount paid by the Manchester & Lawrence R. R. to the Boston & Maine R. R. for the loss of the use of the equipment not turned over to the Boston & Maine R. R.		\$31,830.20
Balance profit and loss account June 30, 1899, surplus		\$155,175.66
GENERAL BALANCE SHEET.		
Cost of road		\$1,000,000.00
Cost of telegraph		4,770.35
Stock of Suncook Valley R. R.		17,040.00
Stock of Mt. Washington R. R.		5,300.00
Lands in Manchester, N. H.		274,298.53
Total permanent investments		\$1,301,408.88
Cash \$10,966.28		
Due from solvent companies and other individuals 123,454.00		
Total cash and current assets		134,420.28
Total		\$1,435,829.16
Capital stock		\$1,000,000.00
Funded debt		274,000.00
Dividends not called for		6,653.50
Profit and loss balance		155,175.66
Total		\$1,435,829.16
CAPITAL STOCK.		
Capital stock authorized by charter		\$1,000,000.00
Capital stock authorized by votes of company		1,000,000.00
Capital stock issued (number of shares, 10,000).		
Total number of stockholders		545
Number of stockholders in New Hampshire		273
Amount of stock held in New Hampshire		\$619,900.00
FUNDED DEBT.		
Bonds due January 1, 1922; rate of interest, 4%		\$274,000.00
Series "A" issued for the purchase of real estate in Manchester, N. H., but not secured by mortgage. The interest is guaranteed and paid by the Boston & Maine Railroad.		

DESCRIPTION OF ROAD OWNED.	
Main line of road from Manchester, N. H., to state line of Massachusetts	22.39 miles

NAMES AND RESIDENCES OF OFFICERS.

John W. Sanborn, *President*, Sanbornville, N. H.; Henry Chandler, *Treasurer*, Manchester, N. H.; George H. Chandler, *Clerk of Corporation*, Manchester, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

George W. Armstrong, Brookline, Mass.; John W. Sanborn, Sanbornville, N. H.; George B. Chandler, Manchester, N. H.; Wm. P. Fowler, Boston, Mass.; Sumner Wallace, Rochester, N. H.; Calvin Page, Portsmouth, N. H.; Eugene P. Carver, Brookline, Mass.

JOHN W. SANBORN,
President.

HENRY CHANDLER,
Treasurer.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. September 5, 1899. Then personally appeared John W. Sanborn, president, and Henry Chandler, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIS B. KENDALL,
Justice of the Peace.

REPORT

OF THE

MOUNT WASHINGTON RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$18,725.54
Less operating expenses	12,588.53
Income from operation	<u>\$6,137.01</u>
Miscellaneous income, less expenses:	
Rent of Summit House and land	\$7,605.00
Less expenses	1,128.52
	<u>6,476.48</u>
Total income	<u>\$12,613.49</u>
Deductions from income:	
Interest and discount on interest-bearing current liabilities	\$950.56
Taxes	2,023.12
Total deductions from income	<u>2,973.68</u>
Net income	\$9,639.81
Dividends declared, 3 per cent on common stock	6,345.00
Surplus for the year ending June 30, 1899	<u>\$3,294.81</u>
Balance profit and loss account June 30, 1898, surplus	14,412.71
Total profit and loss account, surplus	<u>\$17,707.52</u>
Deduct the balance of profit and loss account as above, the same being credited to the construction account, to reduce that account nearer to the actual value of the property, as per vote of the directors	<u>\$17,707.52</u>

EARNINGS FROM OPERATION.	
Passenger revenue	\$18,575.54
Mail	150.00
Total passenger earnings	\$18,725.54
OPERATING EXPENSES.	
Maintenance of way and structures:	
Repairs of roadway	\$3,940.48
Repairs of buildings	74.65
Total	\$4,015.13
Maintenance of equipment:	
Repairs and renewals of locomotives	\$616.21
Repairs and renewals of passenger and freight cars	113.14
Shop, machinery, tools, etc.	101.54
Total	\$830.89
Conducting transportation:	
Wages of enginemen, firemen, and roundhouse-men	\$2,306.51
Fuel for locomotives	2,304.08
Water supplies for locomotives	58.00
All other train supplies	36.45
Wages of switchmen, flagmen, and watchmen	397.30
Expense of telegraph, including train dispatchers and operators	132.29
Station supplies	8.83
Total	\$5,243.46
General expenses:	
Salaries of officers	\$1,085.29
Advertising	95.35
Insurance	1,236.87
Stationery and printing	7.00
Other general expenses	74.54
Total	\$2,499.05
Recapitulation of expenses:	
Maintenance of way and structures	\$4,015.13
Maintenance of equipment	830.89
Conducting transportation	5,243.46
General expenses	2,499.05
Grand total	\$12,588.53
Percentage of operating expenses to earnings	67.25

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Roadway, superstructure, buildings, and rolling stock, June 30, 1898	\$161,906.33
Charged to profit and loss account	17,707.52
Construction account June 30, 1899	\$144,198.81
GENERAL BALANCE SHEET.	
Cost of road and equipment	\$144,198.81
Lands on Mt. Washington	56,000.00
Summit House	26,000.00
Total permanent investments	\$226,198.81
Cash	301.19
Total	\$226,500.00
Capital stock	\$211,500.00
Loans and bills payable	15,000.00
Total	\$226,500.00
CAPITAL STOCK.	
Capital stock authorized by votes of company	\$211,500.00
Capital stock issued (number of shares, 2,115); amount paid in	211,500.00
Total number of stockholders	50
Number of stockholders in New Hampshire	34
Amount of stock held in New Hampshire	\$152,000.00
PASSENGER, FREIGHT, AND TRAIN MILEAGE.	
Passenger traffic:	
Number of passengers carried earning revenue	6,299
Number of passengers carried one mile	41,951
Average of distance carried, miles	6.66
Total passenger revenue	\$18,575.54
Average amount received from each passenger	2.95
Average receipts per passenger per mile . . . . .	.443
Passenger earnings per mile of road, 3.33 miles	5,578.24
Average number of persons employed	30

DESCRIPTION OF ROAD OWNED.	
Main line of road from base station to summit Mt. Washington	3.333 miles
Total road belonging to this company	3.333 "
Total length of track owned, computed as single track	3.333 "
Total miles of road operated by this company	3.333 "
Total miles of road operated by this company in New Hampshire	3.333 "
Number of stations in New Hampshire, on all roads operated by this company	2
Number of telegraph offices in same (in summer only)	1
Number of stations on all roads owned by this company	2
Same in New Hampshire	2

EQUIPMENT.

	Number owned.	Total number.	Maximum weight.	Average weight.	Number equipped with train brake.
Passenger locomotives	7	7	12 tons	12 tons	7
Total	7	7	.....	.....	7
Passenger cars	5	5	3 tons	2¾ tons	.....
Baggage, mail, and express cars.....	1	1	¼ ton	¼ ton	.....
Total	6	6	.....	.....	.....
Flat freight cars	2	2	1½ tons	1½ tons	.....
Total	2	2	.....	.....	.....

NAMES AND RESIDENCES OF OFFICERS.

John H. Pearson, *President*, Concord, N. H.; Tristram A. MacKinnon, *Vice-President*, Boston, Mass.; John Horne, *Superintendent*, Lakeport, N. H.; Frank E. Brown, *General Passenger Agent*, Concord, N. H.; John F. Webster, *Treasurer*, Concord, N. H.; Frank E. Brown, *Clerk of Corporation*, Concord, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

John H. Pearson, Concord, N. H.; Tristram A. MacKinnon, Boston, Mass.; Benjamin A. Kimball, Concord, N. H.; John W. Sanborn, Sanbornville, N. H.; John M. Mitchell, Concord, N. H.; George A. Fernald, Boston, Mass.; Nathaniel White, Concord, N. H.

PROPER ADDRESS OF THE COMPANY.

MOUNT WASHINGTON RAILWAY COMPANY,
CONCORD, N. H.

T. A. MACKINNON,
Vice-President.

JOHN F. WEBSTER,
Treasurer.

STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. October 24, 1899. Then personally appeared John F. Webster, treasurer, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

W. H. MITCHELL,
Justice of the Peace.

Then personally appeared Tristram A. MacKinnon, vice-president of said Mt. Washington Railway Company, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

FRANK BARR,
Justice of the Peace.

REPORT

OF THE

NASHUA & LOWELL RAILROAD

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$73,000.00
Interest on note owned	5,000.00
Dividends on stocks owned	1,572.00
Miscellaneous income	191.40
Total income	\$79,763.40
Salaries and maintenance of organization	\$1,712.17
Interest on funded debt accrued	5,000.00
Total deductions	6,712.17
Net income	\$73,051.23
Dividends declared, 9 per cent	72,000.00
Surplus for year ending June 30, 1899	\$1,051.23
Balance profit and loss account June 30, 1898, surplus	156,492.35
Interest on note, \$2,500, due July 1, but credited in June	2,500.00
Balance profit and loss account June 30, 1899, surplus	\$160,043.58

GENERAL BALANCE SHEET.	
Cost of road	\$684,242.07
Cost of equipment	218,242.95
Total permanent investments	\$902,485.02
Cash	6,795.81
Bills receivable and investments	152,306.25
Total	\$1,061,587.08

Capital stock	\$800,000.00
Funded debt	100,000.00
Current liabilities:	
Dividends not called for	\$1,531.50
Matured interest coupons unpaid	12.00
Total current liabilities	1,543.50
Profit and loss balance, surplus	160,043.58
Total	\$1,061,587.08

CAPITAL STOCK.	
Capital stock authorized by charter	\$800,000.00
Capital stock authorized by votes of company	800,000.00
Capital stock issued (number of shares, 8,000); amount paid in	800,000.00
Total number of stockholders	383
Number of stockholders in New Hampshire	157
Amount of stock held in New Hampshire, shares	1,947

FUNDED DEBT.	
Bonds due July 1, 1900; rate of interest, 5%	\$100,000.00

DESCRIPTION OF ROAD OWNED.	
Main line of road from Nashua to Lowell	14.50 miles
Main line of road in New Hampshire	5.25 "
Main line of road in Massachusetts	9.25 "
Double track on main line	14.50 "
Same in New Hampshire	5.25 "

NAMES AND RESIDENCES OF OFFICERS.

Francis A. Brooks, *President*, Boston, Mass.; John Brooks, *Treasurer*, Cambridge, Mass.; Walter A. Lovering, *Clerk of Corporation*, Nashua, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Francis A. Brooks, Boston, Mass.; Charles E. A. Bartlett, Chelmsford, Mass.; Alfred S. Hall, Winchester, Mass.; Edward A. Newell, Wilton, N. H.; John Brooks, Cambridge, Mass.

PROPER ADDRESS OF THE COMPANY.

NASHUA & LOWELL RAILROAD,
50 STATE STREET, BOSTON, MASS.

FRANCIS A. BROOKS,
President.

JOHN BROOKS,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. October 17, 1899. Then personally appeared Francis A. Brooks, president, and John Brooks, treasurer, of the Nashua & Lowell Railway Corporation, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ALFRED S. HALL,
Justice of the Peace.

REPORT

OF THE

NORTHERN RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$189,104.00
Dividends on stock owned:	
Northern Pacific R. R., preferred	140.00
Northern Pacific R. R., common	35.00
Miscellaneous income, less expense	302.32
Total income	\$189,581.32
Salaries and maintenance of organization . .	4,140.09
Net income	\$185,441.23
Dividends declared, 6 per cent, four of 1½% each	184,104.00
Surplus for year ending June 30, 1899 . .	\$1,337.23
Balance profit and loss account June 30, 1898, surplus	8,698.67
Total profit and loss account, surplus . .	\$10,035.90
GENERAL BALANCE SHEET.	
Cost of road	\$3,068,400.00
Stock of Northern Pacific R. R., preferred and common, 35 shares each	2,135.00
Total permanent investments	\$3,070,535.00
Cash	10,682.66
Total	\$3,081,217.66
Capital stock, common	\$3,068,400.00
Dividends not called for	2,781.76
Profit and loss balance	10,035.90
Total	\$3,081,217.66

CAPITAL STOCK.	
Capital stock authorized by charter	\$3,068,400.00
Capital stock authorized by votes of company	3,068,400.00
Total number of stockholders	2,146
Number of stockholders in New Hampshire	1,168
Amount of stock held in New Hampshire	\$1,269,100.00

NAMES AND RESIDENCES OF OFFICERS.

Alvah W. Sulloway, *President*, Franklin, N. H.; George U. Crocker, *Treasurer*, Boston, Mass.; Henry W. Stevens, *Clerk of Corporation*, Concord, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Alvah W. Sulloway, Franklin, N. H.; Josiah H. Benton, Jr., Boston, Mass.; Uriel H. Crocker, Boston, Mass.; Wm. F. Thayer, Concord, N. H.; Benjamin P. Cheney, Boston, Mass.; Seth M. Richards, Newport, N. H.; Silas Peirce, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

NORTHERN RAILROAD,
19 MILK STREET, BOSTON, MASS.

A. W. SULLOWAY,
President.

GEORGE U. CROCKER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, August 30, 1899. Then personally appeared A. W. Sulloway and George U. Crocker, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEORGE G. CROCKER,
Justice of the Peace.

REPORT

OF THE

PEMIGEWASSET VALLEY RAILROAD

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road, 6 per cent on capital stock	\$32,490.00
Organization	300.00
Total income	\$32,790.00
Salaries and maintenance of organization	310.70
Taxes, interest, and discount on interest-bearing current liabilities all paid by Boston & Maine Railroad.	
Net income	\$32,479.30
Dividends declared, 6 per cent	32,490.00
Deficit for year ending June 30, 1899	\$10.70
Balance profit and loss account June 30, 1898, surplus	336.39
Balance profit and loss account June 30, 1899, surplus	\$325.69
GENERAL BALANCE SHEET.	
Cost of road	\$541,262.12
Cash	563.57
Total	\$541,825.69
Capital stock	\$541,500.00
Profit and loss balance	325.69
Total	\$541,825.69

CAPITAL STOCK.	
Capital stock authorized by charter	\$2,000,000.00
Capital stock authorized by votes of company . .	541,500.00
Capital stock issued (number of shares, 5,415); amount paid in	541,500.00
Total number of stockholders	185
Number of stockholders in New Hampshire . .	136
Amount of stock held in New Hampshire . . .	\$391,700.00

DESCRIPTION OF ROAD OWNED.	
Main line of road from Plymouth, N. H., to Lincoln, N. H.	22.93 miles
Main line of road in New Hampshire	22.93 "
Sidings and other tracks not before enumerated .	7.71 "
Same in New Hampshire	7.71 "
Total length of track owned, computed as single track	30.64 "
Same in New Hampshire	30.64 "
Total length of tracks laid with steel rails . .	23.77 "
(Weights per yard, 56 lbs., 72 lbs. for 75 feet.)	

NAMES AND RESIDENCES OF OFFICERS.

Benjamin A. Kimball, *President*, Concord, N. H.; John F. Webster, *Treasurer*, Concord, N. H.; George H. Adams, *Clerk of Corporation*, Plymouth, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Benjamin A. Kimball, Concord, N. H.; George W. Hills, Lawrence, Mass.; John C. French, Manchester, N. H.; John J. Cilley, Deerfield, N. H.; Nathan P. Hunt, Manchester, N. H.; Charles H. Bowles, Plymouth, N. H.; Henry Chandler, Manchester, N. H.; Alpha J. Pillsbury, Tilton, N. H.; Joseph W. Campbell, Woodstock, N. H.

PROPER ADDRESS OF THE COMPANY.

PEMIGEWASSET VALLEY RAILROAD,
CONCORD, N. H.

BENJAMIN A. KIMBALL,
President.

JOHN F. WEBSTER,
Treasurer.

STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. Concord, October 31, 1899. Then personally appeared Benjamin A. Kimball, president, and John F. Webster, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM R. MOONEY,
Justice of the Peace.

REPORT

OF THE

PETERBOROUGH RAILROAD

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$15,700.00
Interest on deposits	87.25
Total income	\$15,787.25
Salaries and maintenance of organization	407.86
Net income	\$15,379.39
Dividends declared, 4 per cent	15,400.00
Deficit for year ending June 30, 1899	\$20.61
Balance profit and loss account June 30, 1898, surplus	213,521.16
Balance profit and loss account June 30, 1899, surplus	\$213,500.55
GENERAL BALANCE SHEET.	
Cost of road	\$595,194.00
Cash	4,530.55
Total	\$599,724.55
Capital stock, common	\$385,000.00
Dividends not called for	1,224.00
Profit and loss balance	213,500.55
Total	\$599,724.55

CAPITAL STOCK.	
Capital stock authorized by charter	\$600,000.00
Capital stock authorized by votes of company	600,000.00
Capital stock issued (number of shares, 3,850); amount paid in	385,000.00
Total number of stockholders	324
Number of stockholders in New Hampshire	283
Amount of stock held in New Hampshire	\$292,400.00

DESCRIPTION OF ROAD OWNED.	
Main line of road from Wilton, N. H., to Greenfield, N. H.	10.50 miles
Main line of road in New Hampshire	10.50 "
Total road belonging to this company	10.50 "
Total length of tracks laid with steel rails	10.50 "

NAMES AND RESIDENCES OF OFFICERS.

Virgil C. Gilman, *President*, Nashua, N. H.; William E. Spalding, *Auditor*, Nashua, N. H.; G. C. Shattuck, *Treasurer*, Nashua, N. H.; Harry W. Ramsdell, *Clerk of Corporation*, Nashua, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Virgil C. Gilman, George A. Ramsdell, Henry A. Cutter, George F. Andrews, Nashua, N. H.; Thomas B. Eaton, Worcester, Mass.; C. E. A. Bartlett, Chelmsford, Mass.; George H. Ball, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

PETERBOROUGH RAILROAD,
NASHUA, N. H.

VIRGIL C. GILMAN,
President.

GILMAN C. SHATTUCK,
Treasurer.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. Nashua, August 28, 1899. Then personally appeared Virgil C. Gilman and Gilman C. Shattuck, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLARD C. TOLLES,
Justice of the Peace, and quorum.

REPORT

OF THE

PETERBOROUGH & HILLSBOROUGH RAILROAD

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL BALANCE SHEET.	
Cost of road	\$209,298.44
Sinking fund Northern R. R.	925.00
Profit and loss balance	120,583.83
Total	<u>\$330,807.27</u>
Capital stock	\$45,000.00
Funded debt	165,000.00
Current liabilities:	
Matured interest coupons unpaid (including coupons due July 1)	\$112,181.25
Gratuity	8,626.02
Total current liabilities	<u>120,807.27</u>
Total	<u>\$330,807.27</u>
CAPITAL STOCK.	
Capital stock authorized by votes of company	\$45,000.00
Capital stock issued (number of shares, 450); amount paid in	45,000.00
Total number of stockholders	1
Number of stockholders in New Hampshire	1
Amount of stock held in New Hampshire	\$45,000.00

FUNDED DEBT.	
First mortgage bonds due July 1, 1917; rate of interest, $4\frac{1}{2}$ per cent	\$100,000.00
Interest paid on same during year \$4,500.00	
Second mortgage bonds due July 1, 1917; rate of interest, 7 per cent	65,000.00
Total amount of funded debt	\$165,000.00

NAMES AND RESIDENCES OF OFFICERS.

Alvah W. Sulloway, *President*, Franklin, N. H.; George U. Crocker, *Treasurer*, Boston, Mass.; Horace E. Chamberlin, *Assistant Treasurer*, Concord, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Alvah W. Sulloway, Franklin, N. H.; Wyman Pattee, Enfield, N. H.; William Power Wilson, Boston, Mass.; Enoch Gerrish, Concord, N. H.; Horace E. Chamberlin, Concord, N. H.; Frederick H. Daniell, Franklin, N. H.; Jacob B. Whittemore, Hillsborough, N. H.

PROPER ADDRESS OF THE COMPANY.

PETERBOROUGH & HILLSBOROUGH RAILROAD,
19 MILK STREET, BOSTON, MASS.

A. W. SULLOWAY,
President.

GEORGE U. CROCKER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, August 30, 1899. Then personally appeared A. W. Sulloway and George U. Crocker, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEORGE G. CROCKER,
Justice of the Peace.

REPORT

OF THE

PORTLAND & ROCHESTER RAILROAD

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$266,041.20
Less operating expenses	211,232.19
Income from operation	\$54,809.01
Miscellaneous income, less expenses	3,451.08
Total income	\$58,260.09
Deductions from income:	
Interest on funded debt accrued during the year guaranteed by B. & M. R. R.	
Interest and discount on interest-bearing current liabilities	\$425.00
Taxes	6,535.74
Total deductions from income	6,960.74
Net income	\$51,299.35
Land improvement fund	\$7,000.00
Injury fund	8,000.00
Dividends declared, 6 per cent on common stock	35,524.22
Total	50,524.22
Surplus for the year ending June 30, 1899	\$775.13
Balance profit and loss account June 30, 1898, surplus	118,512.71
Total profit and loss account, surplus	\$119,287.84
Account charged off	61.36
Balance profit and loss account June 30, 1899, surplus	\$119,226.48

EARNINGS FROM OPERATION.	
Passenger revenue	\$77,901.39
Less repayments:	
Tickets redeemed	\$102.65
Excess fares refunded	378.70
Other repayments	233.05
Total deductions	714.40
Total passenger revenue	\$77,186.99
Mail	8,361.12
Express	8,622.28
Total passenger earnings	\$94,170.39
Freight revenue	\$173,973.78
Less overcharge to shippers	2,102.97
Total freight revenue	171,870.81
Total passenger and freight earnings	\$266,041.20
OPERATING EXPENSES.	
Maintenance of way and structures:	
Repairs of roadways	\$27,565.88
Renewals of rails	10,944.21
Renewals of ties	6,564.56
Repairs of bridges and culverts	4,466.98
Repairs of fences, road crossings, signs, and cattle guards	3,734.32
Repairs of buildings	6,746.31
Repairs of docks and wharves	15.20
Repairs of telegraph	927.50
Total	\$60,964.96
Maintenance of equipment:	
Repairs and renewals of locomotives	\$23,297.91
Repairs and renewals of passenger cars	6,140.65
Repairs and renewals of freight cars	4,787.26
Repairs and renewals of steamboats	487.04
Shop, machinery, tools, etc.	222.74
Total	\$34,935.60

Conducting transportation:	
Wages of enginemen, firemen, and roundhouse-men	\$16,731.76
Fuel for locomotives	20,317.86
Water supplies for locomotives	1,607.84
All other supplies for locomotives	960.82
Wages of other trainmen	12,465.80
All other train supplies	614.79
Wages of switchmen, flagmen, and watchmen	9,382.15
Expense of telegraph, including train dispatchers and operators	2,275.77
Wages of station agents, clerks, and laborers	16,503.03
Station supplies	1,530.34
Car mileage, balances	5,065.10
Loss and damage	500.41
Injuries to persons	4,626.00
Other expenses	2,655.57
Total	\$95,237.24
General expenses:	
Salaries of officers	\$8,176.92
Salaries of clerks	5,395.55
General office expenses and supplies	85.53
Insurance	1,548.90
Legal expenses	2,590.75
Stationery and printing	696.21
Other general expenses	1,600.53
Total	\$20,094.39
Recapitulation of expenses:	
Maintenance of way and structures	\$60,964.96
Maintenance of equipment	34,935.60
Conducting transportation	95,237.24
General expenses	20,094.39
Grand total	\$211,232.19
Percentage of operating expenses to earnings	79.39
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Lands	\$50.00
Lands sold during the year	3,291.00
Net decrease to property account for the year	\$3,241.00

GENERAL BALANCE SHEET.	
Cost of road and equipment	\$700,552.42
Lands in Maine	21,304.09
Union branch	113,469.62
Cash	16,109.38
Bills receivable	305.82
Net traffic balance from other companies	542.07
Due from solvent companies and other individuals	6,610.84
Materials and supplies	16,095.69
Total	\$874,989.93
Capital stock, common	\$592,070.45
Funded debt	113,500.00
Current liabilities:	
Audited vouchers and accounts	\$30,188.50
Matured interest coupons unpaid (including coupons due July 1)	370.00
Injury fund	8,176.21
Miscellaneous, land improvement	7,323.29
Improvement fund, maintenance of way and bridges	3,000.00
Total current liabilities	49,058.00
Accrued interest not yet due	1,135.00
Profit and loss balance	119,226.48
Total	\$874,989.93
CAPITAL STOCK.	
Capital stock authorized by charter	\$600,000.00
Capital stock authorized by votes of company	600,000.00
Capital stock issued (number of shares, 5,920); amount paid in	592,000.00
Capital stock paid in, scrip	70.45
Total number of stockholders	96
Number of stockholders in New Hampshire	3
Amount of stock held in New Hampshire	\$1,100.00
FUNDED DEBT.	
Terminal bonds due October 1, 1907; rate of interest, 4 % *	\$113,500.00

* Portland & Rochester R. R. terminal bonds, mortgage on Portland extension from near Green street in Portland to Maine Central R. R. in Portland. The interest on these bonds is guaranteed and interest paid by Boston & Maine R. R., as per agreement.

PASSENGER, FREIGHT, AND TRAIN MILEAGE.	
Passenger traffic:	
Number of passengers carried earning revenue	273,516
Number of passengers carried one mile	3,414,660
Average of distance carried, miles	12.484
Total passenger revenue	\$77,186.99
Average amount received from each passenger	.28220
Average receipts per passenger per mile . . . . .	.02260
Passenger earnings per mile of road	1,748.42907
Passenger earnings per train mile . . . . .	.71072
Freight traffic:	
Number tons carried of reight earning revenue	307,470
Number of tons carried one mile	11,891,593
Average distance haul of one ton, miles	38.676
Total freight revenue	\$171,870.81
Average amount received for each ton of freight	.55898
Average receipts per ton per mile . . . . .	.01445
Freight earnings per mile of road	3,191.06591
Freight earnings per train mile	1.76822
Train mileage:	
Miles run by passenger trains	132,500
Miles run by freight trains	97,200
Total mileage trains earning revenue	229,700
Miles run by switching trains	33,400
Miles run by construction and other trains	24,500
Total train mileage	287,600
Average number of persons employed	242
RATES OF FARE.	
Average rate of fare per mile received for local tickets	2.565 cents
Average rate of fare per mile received for mileage tickets	2.500 "
Average rate of fare per mile received for season tickets	0.743 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies	3.423 "

RATES OF FREIGHT.	
Average rate per ton per mile received from freight way-billed local	3.737 cents
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies	1.116 "
DESCRIPTION OF ROAD OWNED.	
Main line of road from Portland, Me., to Rochester, N. H.	53.86 miles
Main line of road in New Hampshire	3.00 "
Main line of road in Maine	50.86 "
Branches owned by company, viz.:	
Union branch connecting Preble street with Union station, Portland, Me.	1.12 "
Total road belonging to this company	54.98 "
Sidings and other tracks not before enumerated	17.77 "
Same in New Hampshire	2.02 "
Total length of track owned, computed as single track	72.75 "
Same in New Hampshire	5.02 "
Total length of track laid with steel rails (Weights per yard, 56, 60, 75 lbs.)	64.84 "
Total miles of road operated by this company	54.98 "
Total miles of road operated by this company in New Hampshire	3.00 "
Number of stations in New Hampshire, on all roads operated by this company	2
Number telegraph offices in same	2
Number of stations on all roads owned by this company	17
Same in New Hampshire	1

EQUIPMENT.

	Number owned.	Total number.	Maximum weight, tons.	Average weight, tons.	Number equipped with train brake.	Number equipped with driving wheel brake.	Number equipped with patent coupler.
Passenger locomotives	8	8	48	39½	8	4	.....
Freight "	5	5	67	47	5	5	.....
Other "	1	1	37	.....	1	1	.....
Total	14	14	.....	.....	14	10	.....
Passenger cars	10	10	28½	25	10	.....	10
Combination cars	4	4	.....	20	4	.....	4
Baggage, mail, and express cars	5	5	.....	13	4	.....	4
Total	19	19	.....	.....	18	.....	18
Box freight cars (basis of 8 wheels)	48	48	.....	9	44	.....	44
Coal freight cars " "	35	35	.....	11	35	.....	35
Flat freight cars " "	97	97	.....	7½	89	.....	89
Total	180	180	.....	.....	168	.....	168
Gravel cars in company's service	26	26	.....	.....	.....	.....	.....
Derrick " " "	1	1	.....	.....	.....	.....	.....
Caboose " " "	4	4	.....	.....	4	.....	4
Other road cars in " "	4	4	.....	.....	1	.....	2
Construction " "	9	9	.....	.....	.....	.....	.....
Total	44	44	.....	.....	5	.....	6

Number of cars in passenger equipment with 8 wheels fitted with brakes for all wheels, 17.

Number of cars in passenger equipment with 12 wheels fitted with brakes for all wheels, 1.

LIST OF ACCIDENTS.

	From causes beyond their own control in New Hampshire.		From their own misconduct or carelessness in New Hampshire.		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....
Employees.....	1	.....	1	.....	1
Others.....
Total.....	1	.....	1	.....	1

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

January 14, 1899. Fred O. Donnell, while backing train on siding at East Rochester, was caught between car and platform and had hips injured.

GENERAL INFORMATION.

Highway and railroad crossings in New Hampshire on miles of road owned.

Number of crossings on highways at grade .	5
Number of railroad crossings at grade . .	2
Portland, Great Falls & Conway R. R.	
Dover & Winnipiseogee R. R.	
Number of new ties laid in New Hampshire . .	575

NAMES AND RESIDENCES OF OFFICERS.

George P. Wescott, *President*, Portland, Me.; N. and H. B. Cleaves, *General Counsel*, Portland, Me.; H. W. Davis, *Superintendent*, Portland, Me.; T. F. Tolman, *General Freight Agent*, Portland, Me.; H. W. Davis, *General Passenger Agent*, Portland, Me.; Wm. H. Conant, *Treasurer and Clerk of Corporation*, Portland, Me.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

George P. Wescott, Portland, Me.; Nathan Webb, Portland, Me.; Charles McCarthy, Jr., Portland, Me.; Wm. G. Davis, Portland, Me.; Joseph S. Ricker, Portland, Me.; Lucius Tuttle, Boston, Mass.; Franklin W. Wilson, Bangor, Me.; Frederick Robie, Gorham, Me.; Joseph H. Manley, Augusta, Me.; Samuel C. Lawrence, Medford, Mass.

PROPER ADDRESS OF THE COMPANY.
PORTLAND & ROCHESTER RAILROAD,
PORTLAND, ME.

GEORGE P. WESCOTT,
President.

H. W. DAVIS,
Superintendent.

WM. H. CONANT,
Treasurer and Clerk.

STATE OF MAINE.

CUMBERLAND, ss. September, 1899. Then personally appeared George P. Wescott, H. W. Davis, and Wm. H. Conant, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

LUCIEN W. MESERVE,
Notary Public.

REPORT

OF THE

PORTSMOUTH & DOVER RAILROAD

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$46,140.00
Miscellaneous income, less expense	151.60
Total income	\$46,291.60
Dividends declared, 6 per cent	46,141.00
Surplus for year ending June 30, 1899	\$151.60
Balance profit and loss account June 30, 1898, surplus	4,520.15
Balance profit and loss account June 30, 1899, surplus	\$4,671.75
GENERAL BALANCE SHEET.	
Cost of road	\$769,000.00
Cash	4,671.75
Total	\$773,671.75
Capital stock, common	\$769,000.00
Profit and loss balance	4,671.75
Total	\$773,671.75
CAPITAL STOCK.	
Capital stock authorized by charter	\$769,000.00
Capital stock authorized by votes of company	769,000.00
Capital stock issued (number of shares, 7,690); amount paid in	769,000.00
Total number of stockholders	232
Number of stockholders in New Hampshire	187
Amount of stock held in New Hampshire	\$441,000.00

DESCRIPTION OF ROAD OWNED.	
Main line of road from Portsmouth to Dover	10.88 miles
Main line of road in New Hampshire	10.88 "
Sidings and other tracks not before enumerated	1.64 "
Same in New Hampshire	1.64 "
Total length of track owned, computed as single track	12.52 "
Same in New Hampshire	12.52 "
Total length of tracks laid with steel rails	10.88 "
(Weights per yard, 58 lbs.)	
GENERAL INFORMATION.	
<i>Highway and railroad crossings in New Hampshire on miles of road owned.</i>	
Number of crossings on highways at grade	11
Number of crossings on highways over railroad	1
Number of crossings on highways under railroad	1
Number of highway bridges less than 18 feet above track	17.5 feet
Height of lowest bridge above the rails	1
Number of crossings at which gates or flagmen are maintained	5
Number of crossings at which there are neither signals nor flagmen	6

NAMES AND RESIDENCES OF OFFICERS.

Frank Jones, *President*, Portsmouth, N. H.; Alfred F. Howard, *Treasurer*, Portsmouth, N. H.; Calvin Page, *Clerk of Corporation*, Portsmouth, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Frank Jones, Portsmouth, N. H.; Frank A. Christie, Dover, N. H.; J. Albert Walker, Portsmouth, N. H.; William D. Sawyer, Dover, N. H.; Joseph O. Hobbs, North Hampton, N. H.; Daniel W. Lawrence, Medford, Mass.; John S. Tilton, Portsmouth, N. H.

PROPER ADDRESS OF THE COMPANY.

PORTSMOUTH & DOVER RAILROAD,
PORTSMOUTH, N. H.

FRANK JONES,
President.

ALFRED F. HOWARD,
Treasurer.

STATE OF NEW HAMPSHIRE.

ROCKINGHAM, ss. September, 1899. Then personally appeared Frank Jones, president, and Alfred F. Howard, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WALLACE D. SMITH,
Justice of the Peace.

REPORT

OF THE

SULLIVAN COUNTY RAILROAD

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$261,472.39
Less operating expenses	184,229.61
Income from operation	\$77,242.78
Miscellaneous income, less expenses	153.30
Total income	\$77,396.08
Deductions from income:	
Interest on funded debt accrued during the year	\$14,280.00
Taxes	12,065.82
Total deductions from income	26,345.82
Net income	\$51,050.26
Dividends declared, 8 per cent on common stock	40,000.00
Surplus for the year ending June 30, 1899	\$11,050.26
Balance profit and loss account June 30, 1898, surplus	130,999.17
Balance profit and loss account June 30, 1899, surplus	\$142,049.43
EARNINGS FROM OPERATION.	
Passenger revenue	\$83,158.63
Less repayments:	
Tickets redeemed	\$24.70
Excess fares refunded	262.60
Total deductions	287.30
Total passenger revenue	\$82,871.33

Mail	\$7,692.14	
Extra baggage and storage	1,475.98	
Express	3,640.00	\$12,808.12
		<hr/>
Total passenger earnings		\$95,679.45
Freight revenue	\$169,746.68	
Less overcharge to shippers	3,953.74	
		<hr/>
Total freight earnings		165,792.94
		<hr/>
Total passenger and freight earnings		\$261,472.39
<hr/>		
OPERATING EXPENSES.		
Maintenance of way and structures:		
Repairs of roadway		\$23,871.84
Renewals of rails		9,085.88
Renewals of ties		6,359.37
Repairs of bridges and culverts		5,397.55
Repairs of fences, road crossings, signs, and cattle guards		629.91
Repairs of buildings		1,841.81
Repairs of telegraph		4.40
		<hr/>
Total		\$47,190.76
<hr/>		
Maintenance of equipment:		
Repairs and renewals of locomotives		\$9,112.38
Repairs and renewals of passenger cars		84.90
Repairs and renewals of freight cars		1,528.81
Shop, machinery, tools, etc.		351.58
		<hr/>
Total		\$11,077.67
<hr/>		
Conducting transportation:		
Wages of enginemen, firemen, and roundhouse-men		\$16,801.09
Fuel for locomotives		33,303.08
Water supplies for locomotives		929.34
All other supplies for locomotives		614.55
Wages of other trainmen		16,269.72
All other train supplies		2,083.96
Wages of switchmen, flagmen, and watchmen		3,607.29
Expense of telegraph, including train dispatchers and operators		2,951.97
Wages of station agents, clerks, and laborers		11,713.10
Station supplies		806.58
Car mileage, balances		22,666.57
Other expenses		3.82
		<hr/>
Total		\$111,751.07

General expenses:	
Salaries of officers and clerks	\$5,130.04
General office expenses and supplies	255.88
Advertising	393.81
Insurance	761.60
Rents for tracks, yards, and terminals	6,000.04
Legal expenses	994.84
Stationery and printing	580.07
Other general expenses	93.83
Total	<u>\$14,210.11</u>
Recapitulation of expenses:	
Maintenance of way and structures	\$47,190.76
Maintenance of equipment	11,077.67
Conducting transportation	111,751.07
General expenses	14,210.11
Grand total	<u>\$184,229.61</u>
Percentage of operating expenses to earnings	<u>70.459</u>

GENERAL BALANCE SHEET.

Cost of road	\$888,755.37
Cost of equipment	98,175.10
Due from solvent companies and other individuals	36,839.63
Total	<u>\$1,023,770.10</u>
Capital stock, common	\$500,000.00
Funded debt	357,000.00
Audited vouchers and accounts	21,150.67
Accrued interest not yet due	3,570.00
Profit and loss balance	142,049.43
Total	<u>\$1,023,770.10</u>

CAPITAL STOCK.

Capital stock authorized by charter	\$500,000.00
Capital stock authorized by votes of company	500,000.00
Capital stock issued (number of shares, 5,000); amount paid in	500,000.00
Total number of stockholders	8
Number of stockholders in New Hampshire	6
Amount of stock held in New Hampshire	<u>\$700.00</u>

FUNDED DEBT.	
First mortgage bonds due April 1, 1924; rate of interest, 4 per cent	\$357,000.00
Interest paid on same during year	\$14,280.00
PASSENGER, FREIGHT, AND TRAIN MILEAGE.	
Passenger traffic:	
Number of passengers carried earning revenue	183,856
Number of passengers carried one mile	3,708,935
Average of distance carried, miles	20.17
Total passenger revenue	\$82,871.33
Average amount received from each passenger . . . . .	.45074
Average receipts per passenger per mile . . . . .	.02234
Passenger earnings per mile of road	3,679.98
Passenger earnings per train mile	1.28591
Freight traffic:	
Number of tons carried of freight earning revenue	825,385
Number of tons carried one mile	20,688,817
Average distance haul of one ton, miles	25.07
Total freight revenue	\$165,792.94
Average amount received for each ton of freight . . . . .	.20087
Average receipts per ton per mile . . . . .	.00801
Freight earnings per mile of road	6,376.65
Freight earnings per train mile	1.26211
Train mileage:	
Miles run by passenger trains	74,406
Miles run by freight trains	131,362
Total mileage trains earning revenue	205,768
Miles run by switching trains	51,085
Miles run by construction and other trains	12,585
Total train mileage	269,438
RATES OF FARE.	
Average rate of fare per mile received for local tickets	2.000 cents
Average rate of fare per mile received for mileage tickets	2.000 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies	2.000 "

RATES OF FREIGHT.	
Average rate per ton per mile received from freight way-billed local	7.009 cents
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies	0.770 "
DESCRIPTION OF ROAD OWNED.	
Main line of road from Bellows Falls, Vt., to Windsor, Vt.	26.00 miles
Main line of road in New Hampshire	25.19 "
Main line of road in Vermont . . . . .	.81 "
Double track on main line	8.62 "
Same in New Hampshire	8.62 "
Total road belonging to this company	26.00 "
Sidings and other tracks not before enumerated	7.46 "
Same in New Hampshire	7.46 "
Total length of track owned, computed as single track	42.08 "
Same in New Hampshire	41.27 "
Total length of tracks laid with steel rails	41.82 "
(Weights per yard, 65 to 85 lbs.)	
Total miles of road operated by this company	26.00 "
Total miles of road operated by this company in New Hampshire	25.19 "
Number of stations in New Hampshire, on all roads operated by this company	6
Number of telegraph offices in same	4
Number of stations on all roads owned by this company	8
Same in New Hampshire	6

EQUIPMENT.

	Number owned.	Total number.	Maximum weight.	Average weight.	Number equipped with train brake.	Number equipped with driving wheel brake.
Passenger locomotives.....	3	3	.....	.....	.....	.....
Freight ".....	5	5	.....	.....	.....	.....
Other ".....	1	1	.....	.....	.....	.....
Total.....	9	9	78,600	73,000	9	9

LIST OF ACCIDENTS.

	From causes beyond their own control (in New Hampshire).		From their own misconduct or carelessness (in New Hampshire).		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....
Employees.....	1	.....	1	.....	1	.....
Others.....
Total.....	1	.....	1	.....	1	.....

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

August 25, 1898. At North Walpole, N. H., J. O'Brien, brakeman, while uncoupling engine and car, was fatally injured.

GENERAL INFORMATION.

Highway and railroad crossings in New Hampshire on miles of road owned.

Number of crossings on highways at grade . . .	28	-
Number of crossings on highways over railroad .	2	
Number of crossings on highways under railroad .	4	
Number of highway bridges 18 feet above track .	1	
Number of highway bridges less than 18 feet above track	1	
Height of lowest bridge above the rails	17 ft. 8 in.	
Number of crossings at which gates or flagmen are maintained	2	
Number of crossings at which there are neither signals nor flagmen	26	

Bridges on roads operated in New Hampshire.

Total length of pile and trestle bridging . . .	44 ft. 4 in.	
Total amount expended for repairs and renewals of bridges	\$5,397.55	
Number of new ties laid in New Hampshire . .	15,256	
Tons of steel rails laid in New Hampshire:		
New	622.162	
Old	190.160	
Miles of iron track replaced by steel in New Hampshire	0.19	
Side tracks laid in New Hampshire	3,062 feet	

 NAMES AND RESIDENCES OF OFFICERS.

John H. Albin, *President*, Concord, N. H.; Wm. F. Berry, *General Traffic Manager*, Winchester, Mass.; Wm. J. Hobbs, *General Auditor*, Malden, Mass.; H. E. Folsom, *Superintendent*, Lyndonville, Vt.; M. T. Donovan, *General Freight Agent*, Somerville, Mass.; D. J. Flanders, *General Passenger and Ticket Agent*, Malden, Mass.; H. A. Albin, *Treasurer and Clerk of Corporation*, Concord, N. H.; Amos Blanchard, *Assistant Treasurer*, Andover, Mass.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

J. H. Albin, Concord, N. H.; James H. Williams, Bellows Falls, Vt.; C. J. Amidon, Hinsdale, N. H.; George H. Stowell, Claremont, N. H.; George W. Abbott, Penacook, N. H.; George E. Anderson, Nashua, N. H.; Alfred T. Batchelder, Keene, N. H.

PROPER ADDRESS OF THE COMPANY.

SULLIVAN COUNTY RAILROAD,

BOSTON, MASS.

Corporate office, Concord, N. H.

J. H. ALBIN,
President.

AMOS BLANCHARD,
Assistant Treasurer.

WM. J. HOBBS,
General Auditor.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, September 25, 1899. Then personally appeared J. H. Albin, William J. Hobbs, and Amos Blanchard, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

CHARLES E. A. BARTLETT,
Justice of the Peace.

REPORT

OF THE

SUNCOOK VALLEY RAILROAD

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$14,700.00
Salaries and maintenance of organization	327.50
Net income	\$14,372.50
Dividends declared, 6 per cent	14,400.00
Deficit for year ending June 30, 1899	\$27.50
Balance profit and loss account June 30, 1898, surplus	361.73
Balance profit and loss account June 30, 1899, surplus	\$334.23
GENERAL BALANCE SHEET.	
Cost of road	\$348,199.19
Cash	2,531.04
Total	\$350,730.23
Capital stock	\$341,700.00
Contributions	8,696.00
Profit and loss balance	334.23
Total	\$350,730.23

CAPITAL STOCK.	
Capital stock authorized by charter	\$500,000.00
Capital stock authorized by votes of company	341,700.00
Capital stock issued (number of shares, 3,417); amount paid in	341,700.00
Total number of stockholders	170
Number of stockholders in New Hampshire	153
Amount of stock held in New Hampshire	\$324,200.00
Non-dividend paying stock included in above	101,700.00

DESCRIPTION OF ROAD OWNED.	
Main line of road from Suncook to Pittsfield	17.37 miles
Main line of road in New Hampshire	17.37 "
Sidings and other tracks not before enumerated	3.56 "
Same in New Hampshire	3.56 "
Total length of track owned, computed as single track	20.93 "
Same in New Hampshire	20.93 "
Total length of tracks laid with steel rails	14.35 "
Number of stations in New Hampshire, on all roads operated by this company	6
Number of stations on all roads owned by this company	6

NAMES AND RESIDENCES OF OFFICERS.

Hiram A. Tuttle, *President*, Pittsfield, N. H.; Walter M. Parker, *Treasurer*, Manchester, N. H.; Nathan P. Hunt, *Clerk of Corporation*, Manchester, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

James B. Tennant, Epsom, N. H.; George E. Kent, Pittsfield, N. H.; Charles H. Carpenter, Chichester, N. H.; Josiah Carpenter, Manchester, N. H.; Wm. F. Head, Hooksett, N. H.; Hiram A. Tuttle, Pittsfield, N. H.; John C. French, Manchester, N. H.

PROPER ADDRESS OF THE COMPANY.

SUNCOOK VALLEY RAILROAD,

WALTER M. PARKER, *Treasurer*,

MANCHESTER, N. H.

HIRAM A. TUTTLE,
President.

WALTER M. PARKER,
Treasurer.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. November 23, 1899. Then personally appeared Hiram A. Tuttle, president, and Walter M. Parker, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ORIEN B. DODGE,
Justice of the Peace.

REPORT

OF THE

UPPER COÖS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$66,685.00
Salaries and maintenance of organization	\$500.00
Interest on funded debt accrued	45,185.00
Total deductions	45,685.00
Net income	\$21,000.00
Dividends declared, 6 per cent	21,000.00
GENERAL BALANCE SHEET.	
Cost of road	\$1,161,478.12
Cost of equipment	231,521.88
Total permanent investments	\$1,393,000.00
Capital stock, common	\$350,000.00
Funded debt	1,043,000.00
Total	\$1,393,000.00
CAPITAL STOCK.	
Capital stock authorized by charter	\$350,000.00
Capital stock authorized by votes of company	350,000.00
Capital stock issued (number of shares, 3,500); amount paid in	350,000.00
Total number of stockholders	19
Number of stockholders in New Hampshire	9
Amount of stock held in New Hampshire	\$265,800.00

FUNDED DEBT.	
First mortgage bonds due May 1, 1930; rate of interest, 4 per cent	\$350,000.00
Interest paid on same during year \$14,000.00	
First mortgage bonds due May 1, 1930, rate of interest, 4½ per cent	693,000.00
Interest paid on same during year 31,185.00	
Total amount of funded debt	\$1,043,000.00

NAMES AND RESIDENCES OF OFFICERS.

George Van Dyke, *President*, Lancaster, N. H.; George F. Evans, *General Manager*, Portland, Me.; Irving W. Drew, *General Counsel*, Lancaster, N. H.; T. S. McGowen, *Treasurer*, Boston, Mass.; Chester B. Jordan, *Clerk of Corporation*, Lancaster, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

George Van Dyke, Lancaster, N. H.; Frank Jones, Portsmouth, N. H.; C. A. Sinclair, Portsmouth, N. H.; Charles Howard, Boston, Mass.; Irving W. Drew, Lancaster, N. H.; Henry O. Kent, Lancaster, N. H.

PROPER ADDRESS OF THE COMPANY.

UPPER COOS RAILROAD COMPANY,
28 STATE STREET, BOSTON, MASS.

GEORGE VAN DYKE,
President.

T. S. MCGOWEN,
Treasurer and Clerk.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, August 14, 1899. Then personally appeared George Van Dyke, president, and T. S. McGowen, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

CHARLES F. KELLOGG,
Justice of the Peace.

REPORT

OF THE

WILTON RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road to Boston & Maine R. R., 99 years, from 1883	\$20,400.00
Dividends declared, 8½ per cent	20,400.00
Balance profit and loss account June 30, 1899, surplus, contingent fund	\$1,000.00
GENERAL BALANCE SHEET.	
Cost of road	\$242,600.00
Cash	2,939.75
Total	\$245,539.75
Capital stock:	
Common	\$240,000.00
Preferred	2,600.00
Total capital stock	\$242,600.00
Current liabilities:	
Dividends not called for	\$1,939.75
Contingent fund	1,000.00
Total current liabilities	2,939.75
Total	\$245,539.75
CAPITAL STOCK.	
Capital stock authorized by charter	\$250,000.00
Capital stock authorized by votes of company	240,000.00

Total amount paid in as per books of the company	\$240,000.00
Total number of stockholders	232
Number of stockholders in New Hampshire	206
Amount of stock held in New Hampshire	\$2,076.00

DESCRIPTION OF ROAD OWNED.	
Main line of road from Nashua to Wilton	15.50 miles
Total length of track owned, computed as single track	15.50 "
Total length of tracks laid with steel rails (13 miles, 4½ inch 72-lb. rail; 2½ miles, 4-inch 60-lb. rail)	15.50 "

NAMES AND RESIDENCES OF OFFICERS.

Harvey A. Whiting, *President*, Wilton, N. H.; G. C. Shattuck, *Auditor*, Nashua, N. H.; Wm. E. Spalding, *Treasurer*, Nashua, N. H.; Isaac S. Whiting, *Clerk of Corporation*, Wilton, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

G. A. Ramsdell, Nashua, N. H.; J. A. Spalding, Nashua, N. H.; Harvey A. Whiting, Wilton, N. H.; George O. Whiting, Lexington, Mass.; Charles A. Ramsdell, Winchester, Mass.

PROPER ADDRESS OF THE COMPANY.

WILTON RAILROAD COMPANY,
NASHUA, N. H.

HARVEY A. WHITING,
President.

WM. E. SPALDING,
Treasurer.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. November 6, 1899. Then personally appeared Harvey A. Whiting, president, and Wm. E. Spalding, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEORGE G. BLANCHARD,
Justice of the Peace.

REPORT

OF THE

WORCESTER, NASHUA & ROCHESTER RAILROAD

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$250,000.00
Interest on bank account	185.40
Total income	\$250,185.40
Salaries and maintenance of organization	\$2,299.63
Interest on funded debt accrued	71,040.00
Interest and discount on interest-bearing current liabilities	6,312.98
Total deductions	79,652.61
Net income	\$170,532.79
Dividends declared, 2 and 2½ per cent semi-annually on 30,644 shares	137,898.00
Surplus for year ending June 30, 1899	\$32,634.79
Balance profit and loss account June 30, 1898, deficit	427,300.15
Total profit and loss account, deficit	\$394,665.36
Deduct correction of discrepancy of one share W. N. & R. Railroad Company stock in treasury, i. e., 354 shares previously reported 353 shares	100.00
Balance profit and loss account June 30, 1899, deficit.	\$394,565.36
GENERAL BALANCE SHEET.	
Cost of road	\$4,138,584.99
Cost of equipment	415,336.03
Total permanent investments	\$4,553,921.02

Cash	\$33,933.62	
Worcester, Nashua & Rochester R. R. stock	35,400.00	
Total cash and current assets		\$69,333.62
Profit and loss balance, deficit		394,565.36
Total		\$5,017,820.00
Capital stock, common		\$3,099,800.00
Funded debt		1,776,000.00
Current liabilities:		
Loans and bills payable	\$110,000.00	
Matured interest coupons unpaid (including coupons due July 1)	28,220.00	
Total current liabilities		138,220.00
Accrued interest not yet due		3,800.00
Total		\$5,017,820.00
CAPITAL STOCK.		
Capital stock authorized by charter		\$3,600,000.00
Capital stock authorized by votes of company		3,099,800.00
Capital stock issued (number of shares, 30,998); amount paid in		3,099,800.00
Total number of stockholders		817
Number of stockholders in New Hampshire		194
Amount of stock held in New Hampshire		\$221,500.00
FUNDED DEBT.		
Bonds due January 1, 1906; rate of interest, 4 %		\$150,000.00
Interest paid on same during year \$3,000.00		
Bonds due January 1, 1913; rate of interest, 4 %		511,000.00
Interest paid on same during year \$10,220.00		
Bonds due January 1, 1930; rate of interest, 4%		735,000.00
Interest paid on same during year \$14,420.00		
Bonds due October 1, 1934; rate of interest, 4 %		380,000.00
Interest paid on same during year \$11,380.00		
(All secured by first mortgage.)		
Total amount of funded debt		\$1,776,000.00

DESCRIPTION OF ROAD OWNED.	
Main line of road from Worcester, Mass., to Rochester, N. H.	94.48 miles
Main line of road in New Hampshire	55.02 "
Main line of road in Massachusetts	39.46 "
Double track on main line	18.13 "
Total road belonging to this company . . .	94.48 "
(Weights per yard, 58 to 60 lbs.)	

EQUIPMENT.

The rolling stock of this company is leased to the Boston & Maine Railroad, and will be included in its report.

GENERAL INFORMATION.

Included in Boston & Maine Railroad report.

NAMES AND RESIDENCES OF OFFICERS.

George G. Haven, *President*, New York City; Elijah B. Stoddard, *Counsel and Auditor*, Worcester, Mass.; Charles H. Bowen, *Treasurer and Clerk of Corporation*, 53 State street, Boston, Mass.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

George G. Haven, New York City; Elijah B. Stoddard, Worcester, Mass.; James N. Jarvis, New York City; George W. Armstrong, Brookline, Mass.; Adrian Iselin, Jr., New York City; Albert Wallace, Rochester, N. H.; Frederic Cromwell, New York City; Nathaniel Thayer, Boston, Mass.; William J. Sewall, Camden, N. J.

PROPER ADDRESS OF THE COMPANY.

WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY,
53 STATE STREET, BOSTON, MASS.

G. G. HAVEN,
President.

CHARLES H. BOWEN,
Treasurer and Clerk.

STATE OF NEW YORK.

NEW YORK, ss. September 12, 1899. Then personally appeared G. G. Haven, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

MARTIN EICHE,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. September 11, 1899. Then personally appeared Charles H. Bowen, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

BENJAMIN J. BARRON,
Notary Public.

PART III.

STREET RAILWAY RETURNS.

REPORT

OF THE

CHESTER & DERRY RAILROAD ASSOCIATION

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$10,340.23
Operating expenses	7,537.01
Net income from operation	\$2,803.22
Charges upon income accrued during the year:	
Interest on funded debt	\$2,500.00
Interest and discount on unfunded debts and loans	277.62
Total charges and deductions from income .	2,777.62
Surplus for year ending June 30, 1899 . .	\$25.60
Amount of deficit, June 30, 1898	2,247.17
Total deficit, June 30, 1899	\$2,221.57
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$8,344.37
Receipts from carriage of mails and parcels .	503.58
Other earnings from operation, freight, etc. .	1,492.28
Gross income from operation	\$10,340.23
EXPENSES OF OPERATION.	
General expenses:	
General office expenses and supplies . . .	\$82.14
Insurance	115.75

Maintenance of roadway and buildings:	
Repairs of roadbed and track	595.60
Removal of snow and ice	86.73
Maintenance of equipment:	
Repairs of cars and other vehicles	146.04
Repairs of electric equipment of cars	47.44
Transportation expenses:	
Cost of electric motive power	3,001.00
Wages and compensation of persons employed in conducting transportation	3,034.58
Rentals of buildings and other property	40.96
Other transportation expenses:	
Oil, \$26.02; sundries, \$360.75	386.77
Total operating expenses	\$7,537.01
PROPERTY ACCOUNTS.	
Additional cars (3)	\$556.95
Electrical equipment of same	1,200.00
Telephone	89.21
Total additions to equipment	\$1,846.16
Other new buildings necessary for operation of railway	218.41
Additions to other permanent property:	
Pavilion	113.92
Total additions to property accounts	\$2,178.49
GENERAL BALANCE SHEET.	
<i>Assets.</i>	
Railway:	
Roadbed and tracks	\$63,565.00
Electric line construction, including poles, wir- ing, feeder lines, etc.	17,709.34
Total cost of railway owned	\$81,274.34
Equipment:	
Cars and other rolling stock and vehicles	\$5,283.69
Electric equipment of same	6,001.59
Other items of equipment	1,700.00
Total cost of equipment owned	12,985.28

Land and buildings:	
Land necessary for operation of railway	\$3,500.00
Electric power stations, including equipment	2,500.00
Other buildings necessary for operation of railway	2,679.46
Total cost of lands and buildings owned	\$8,679.46
Cost of other permanent property owned, pavilion	1,807.48
Total permanent investments	\$104,746.56
Bills and accounts receivable	125.00
Profit and loss balance, deficit	2,429.90
Total	\$107,301.46
<i>Liabilities.</i>	
Capital stock, common	\$50,000.00
Funded debt	50,000.00
Loans and bills payable	7,093.13
Interest accrued and not yet due	208.33
Total	\$107,301.46
CAPITAL STOCK.	
Capital stock authorized by law, common	\$50,000.00
Capital stock authorized by votes of company, common	50,000.00
Number of shares issued and outstanding, common	500
Number of stockholders, common	135
Number of stockholders in New Hampshire, common	131
Amount of stock held in New Hampshire, common	\$49,600.00
FUNDED DEBT.	
First mortgage, 5-30 gold bonds:	
Rate of interest	5 per cent
Date of maturity	1926
Amount outstanding	\$50,000.00
Interest paid during year	2,500.00

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year .	186,200
Number of car miles run	56,000
Average number of persons employed	5
EQUIPMENT.	
Box passenger cars equipped for electric power .	3
Open passenger cars equipped for electric power	3
Snow plows	1
Freight cars	1
Electric motors	14
Generator	1
DESCRIPTION OF RAILWAY.	
Length of railway line owned and operated . .	7 $\frac{3}{4}$ miles
Total length, computed as single track . . .	7 $\frac{3}{4}$ "

Motive power, all electric.

System of electric motive power used by the company, Westinghouse.

This railway is located in Chester and Derry, N. H.

PROPER ADDRESS OF THE COMPANY.

CHESTER & DERRY RAILROAD ASSOCIATION,
WEST DERRY, N. H.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

C. S. CAMPBELL,
President.

F. J. SHEPARD,
Treasurer.

CHARLES BARTLETT,
Superintendent.

STATE OF NEW HAMPSHIRE.

ROCKINGHAM, ss. August 31, 1899. Then personally appeared the above named C. S. Campbell, F. J. Shepard, and Charles Bartlett, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,
JOS. B. BARTLETT,
Justice of the Peace.

REPORT

OF THE

CONCORD STREET RAILWAY

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$54,983.10
Operating expenses	49,475.40
Net income from operation	\$5,507.70
Miscellaneous income, less expense of collecting: Revenue from park, sale of scrap iron, copper, brass, etc., and income from advertising in cars	2,380.92
Gross income above operating expenses	\$7,888.62
Charges upon income accrued during year:	
Interest on funded debt \$5,800.00	
Interest and discount on un- funded debts and loans 151.25	
Taxes 793.72	
Total charges and deductions from income	6,744.97
Total surplus June 30, 1899	\$1,143.65
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$54,983.10
Receipts from advertising in cars	300.00
Revenue from park and miscellaneous	2,080.92
Gross income from operation	\$57,364.02

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks . . .	\$2,844.00
General office expenses and supplies . . .	284.28
Insurance	309.23
Balance of pay-roll not otherwise shown, park, and miscellaneous expenses	13,095.75
Maintenance of roadway and buildings:	
Repairs of roadbed and track	5,382.46
Repairs of electric line construction	1,581.52
Removal of snow and ice	991.90
Repairs of buildings	175.21
Maintenance of equipment:	
Repairs of cars and other vehicles	3,394.98
Repairs of electric equipment of cars	2,015.26
Harnesses, horseshoeing, veterinary care, and provender	238.63
Transportation expenses:	
Cost of electric motive power	4,415.56
Wages and compensation of persons employed in conducting transportation	14,590.00
Damages for injuries to persons and property	156.62
Total operating expenses	\$49,475.40
PROPERTY ACCOUNTS.	
Motor equipments (2)	\$1,800.00
Trucks, frames, wheels	900.00
Total additions to equipment	\$2,700.00
Expense for permanent improve- ments at Contoocook River park	\$1,167.87
Crossings, fire extinguishers, light- ning arresters, switches	4,252.87
Total additions to other permanent property	5,420.74
Net addition to property accounts for year	\$8,120.74
GENERAL BALANCE SHEET.	
<i>Assets.</i>	
Total cost of railway owned	\$91,700.00
Total cost of equipment owned	103,972.46
Total cost of land and buildings owned	30,140.00

Cash and current assets:		
Cash	\$455.22	
Bills and accounts receivable	2,500.00	
Total cash and current assets		\$2,955.22
Profit and loss balance, deficit		2,057.32
Total		\$230,825.00
<i>Liabilities.</i>		
Capital stock:		
Common	\$50,000.00	
Preferred	50,000.00	
Total capital stock		\$100,000.00
Funded debt		118,500.00
Bills payable		12,325.00
Total		\$230,825.00
CAPITAL STOCK.		
Capital stock authorized by law:		
Common		\$100,000.00
Preferred		50,000.00
Total amount authorized by law		\$150,000.00
Capital stock authorized by votes of company:		
Common		\$50,000.00
Preferred		50,000.00
Total amount authorized by vote		\$100,000.00
Capital stock issued and outstanding:		
Common		\$50,000.00
Preferred		50,000.00
Total capital stock liability		\$100,000.00
Number of shares issued and outstanding:		
Common		500
Preferred		500
Total number of shares outstanding		1,000
Number of stockholders:		
Common		57
Preferred		16
Total number of stockholders		73

Number of stockholders in New Hampshire:	
Common	49
Preferred	13
Total stockholders in New Hampshire . .	62
Amount of stock held in New Hampshire:	
Common	\$46,500.00
Preferred	47,700.00
Total stock held in New Hampshire . .	\$94,200.00
FUNDED DEBT.	
First mortgage bonds:	
Rate of interest	5 per cent
Date of maturity	1913
Amount outstanding	\$116,000.00
Interest paid during year	5,800.00
VOLUME OF TRAFFIC.	
Number of passengers carried during year . .	1,099,682
EQUIPMENT.	
Box passenger cars equipped for electric power	12
Open passenger cars equipped for electric power: motor, 11; trail, 6	17
Total passenger cars of all kinds	29
1 flat car, 1 rail car; total	2
1 snow plow, 1 scraper; total	2
Steam motor	1
Carts and snow sleds	4
Express wagon and tower wagon	2
Horses	2
Harnesses, double, 2; single, 1; total	3
Electric motors	40
DESCRIPTION OF RAILWAY.	
Total length of main track owned and operated	11.5 miles
Length of sidings, switches, etc.	1.0 "
Total length, computed as single track . .	12.5 miles

System of electric motive power used by the company, general electric and Westinghouse.

This railway is located in Concord (city proper), West Concord, and Penacook.

MISCELLANEOUS.

This company's railway crosses Concord & Claremont R. R. at West Concord.

PROPER ADDRESS OF THE COMPANY.

CONCORD STREET RAILWAY,

OFFICE, 20 PLEASANT STREET, CONCORD, N. H.

NAMES AND RESIDENCES OF OFFICERS.

John H. Albin, *President*, Concord, N. H.; A. B. Cross, *Treasurer* and *Clerk of Corporation*, Concord, N. H.; George W. Abbott, *Auditor*, Penacook, N. H.; J. H. Albin, *General Counsel*, Concord, N. H.; Henry E. Chamberlin, *Superintendent*, Concord, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

John H. Albin, Concord, N. H.; G. A. Cummings, Concord, N. H.; H. A. Dodge, Concord, N. H.; Paul R. Holden, West Concord, N. H.; George W. Abbott, Penacook, N. H.; Gardner B. Emmons, Concord, N. H.; Hiram A. Tuttle, Pittsfield, N. H.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

J. H. ALBIN,
President.

ALVIN B. CROSS,
Treasurer.

* HENRY E. CHAMBERLIN,
Superintendent.

STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. November 22, 1899. Then personally appeared the above named J. H. Albin, Henry E. Chamberlin, and Alvin B. Cross, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HENRY M. BAKER,
Justice of the Peace.

REPORT

OF THE

EXETER STREET RAILWAY

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$35,606.14
Operating expenses	29,277.83
Net income from operation	\$6,328.31
Sale of old material	962.84
Gross income above operating expenses	\$7,291.15
Charges upon income accrued during the year:	
Interest on funded debt	\$4,125.00
Interest and discount on unfunded debts and loans	164.79
Total charges and deductions from income	4,289.79
Net divisible income	\$3,001.36
Dividends declared, 4½ per cent on common stock	4,500.00
Deficit for year ending June 30, 1899	\$1,498.64
Amount of surplus June 30, 1898	4,930.83
Total surplus June 30, 1899	\$3,432.19
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$29,650.51
Receipts from carriage of mails and parcels	684.83
Rentals of buildings and other property	4,777.82
Receipts from advertising in cars	492.98
Sale of old material, etc.	962.84
Gross income from operation	\$36,568.98

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks . . .	\$1,193.76
General office expenses and supplies . . .	747.67
Legal expenses	1,150.00
Insurance	3,563.45
Lighting cars and buildings	88.21
Amusements	672.82
Maintenance of roadway and buildings:	
Repairs of roadbed and track	1,022.55
Repairs of electric line construction	83.23
Removal of snow and ice	589.73
Repairs of buildings	11.74
Maintenance of equipment:	
Repairs of cars and other vehicles	392.34
Repairs of electric equipment of cars	393.81
Transportation expenses:	
Cost of electric motive power	7,612.36
Wages and compensation of persons employed in conducting transportation	8,131.90
Damages for injuries to persons and property	3,235.40
Rentals of buildings and other property . . .	388.86
Total operating expenses	\$29,277.83
PROPERTY ACCOUNTS.	
Extension of railway and tracks	\$34,691.72
New electric line construction	9,121.61
Engineering, etc.	372.64
Total additions to railway	\$44,185.97
Other new buildings necessary for operation of railway	1,354.80
Total additions to property accounts . . .	\$45,540.77
Property sold or reduced in valuation and cred- ited to property accounts:	
Cars, trucks, and motors . . . \$11,598.59	
Power house and equipment . . . 3,448.61	
Total deductions from property accounts . .	15,047.20
Net addition to property accounts for year .	\$30,493.57

GENERAL BALANCE SHEET.	
<i>Assets.</i>	
Roadbed and tracks	\$131,795.52
Electric line construction, including poles, wiring, feeder lines, etc.	31,707.58
Salaries, engineering, and other expenses incident to construction	6,537.64
Total cost of railway owned	\$170,040.74
Cars and other rolling stock and vehicles and electric equipment of same	28,330.42
Land and buildings:	
Electric power stations, including equipment and land	\$32,867.53
Other buildings necessary for operation of railway and land	10,766.37
Total cost of land and buildings owned	43,633.90
Total permanent investments	\$242,005.06
Cash and current assets:	
Cash	\$2,815.01
Bills and accounts receivable	386.61
Total cash and current assets	3,201.62
Materials and supplies	1,500.00
Total	\$246,706.68
<i>Liabilities.</i>	
Capital stock, common	\$100,000.00
Funded debt	90,000.00
Loans and bills payable	53,274.49
Profit and loss balance, surplus	3,432.19
Total	\$246,706.68
CAPITAL STOCK.	
Capital stock authorized by law, common	\$150,000.00
Capital stock authorized by votes of company, common	100,000.00
Capital stock issued and outstanding, common	100,000.00
Number shares issued and outstanding, common	1,000
Number of stockholders, common	11
Number stockholders in New Hampshire, common	3
Amount of stock held in New Hampshire, common	\$300.00

FUNDED DEBT.	
First mortgage 20-year gold bonds:	
Rate of interest	5 per cent
Date of maturity	June 1, 1917
Amount outstanding	\$90,000.00
Interest paid during year	4,125.00
VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during year . .	600,150
Number of round trips run	6,992
Number of car miles run	175,863
Average number of persons employed	26
EQUIPMENT.	
Box passenger cars equipped for electric power .	6
Open passenger cars equipped for electric power	5
Number of all above cars with four wheels . .	11
Snow plows	2
Freight cars	3
Electric motors	26
Tower wagon	1
Buggy	1
DESCRIPTION OF RAILWAY.	
Length of railway line owned and operated .	15.13 miles
Length of sidings, switches, etc. . . . .	.30 "
Total length, computed as single track . .	15.43 miles
System of electric motive power used by the company, Johnson Company.	
This railway is located in Exeter and Hampton.	

MISCELLANEOUS.

This company's railway crosses Boston & Maine R. R. in Hampton on the main street leading from Exeter to Hampton.

STATEMENT OF EACH ACCIDENT.

Wagon struck by car. Damage slight. No one injured.
 Passenger on running board hit by limb of tree. Slightly bruised.
 Frightened horse. One trace broken.
 Dog run over.

Dog run over.
 Man run over while lying across track. Inquest gave verdict of death from causes unknown. Accident unavoidable.
 Passenger jumped from moving car. Injury slight.
 Moving car struck wagon. Damage slight.
 Passenger jumped from moving car. Injury slight.
 Frightened horse. Two people thrown out. Injury slight.
 Collision. Two passengers on one car badly bruised; on other car no one injured.
 Dog killed.
 Horse frightened. Man's leg slightly damaged. Carriage broken.
 Frightened horse. Occupants injured slightly.
 Frightened horse. No one hurt.
 Frightened horse. No one hurt.
 Passenger jumped from moving car. No injury.
 Passenger jumped from moving car. Injury slight.
 Three-year-old child run over and killed. Unavoidable. At coroner's inquest road was held blameless.

PROPER ADDRESS OF THE COMPANY.

EXETER STREET RAILWAY COMPANY,
 EXETER, N. H.

NAMES AND RESIDENCES OF OFFICERS.

William Lee, *President*, Tremont Building, Boston, Mass.; Charles E. Hollander, *Treasurer*, 60 State street, Boston, Mass.; H. S. Stone, *Assistant Treasurer*, Exeter, N. H.; Charles E. Stanwood, *Auditor*, 178 Devonshire street, Boston, Mass.; John Templeton, *Clerk of Corporation*, Exeter, N. H.; H. G. Sargent, *General Counsel*, Concord, N. H.; A. E. McReel, *General Manager and Superintendent*, Exeter, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

William Lee, Brookline, Mass.; Charles E. Hollander, Boston, Mass.; W. D. Lovell, Newton, Mass.; Warren Brown, Hampton Falls, N. H.; A. E. McReel, Exeter, N. H.; E. R. Hastings, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

WILLIAM LEE,
President.

CHARLES E. HOLLANDER,
Treasurer.

A. E. McREEL,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, September 14, 1899. Then personally appeared the above named William Lee, president, Charles E. Hollander, treasurer, and A. E. McReel, superintendent and general manager of the Exeter Street Railway Company of Exeter, N. H., and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,
EDWARD L. BROWN,
Notary Public.

REPORT

OF THE

LACONIA STREET RAILWAY

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$13,958.10
Operating expenses	11,437.23
Net income from operation	\$2,520.87
Charges upon income accrued during year:	
Interest and discount on unfunded debts and loans	\$1,102.28
Taxes and insurance	1,025.54
Total charges and deductions from income	2,127.82
Surplus for year ending June 30, 1899	\$393.05
Amount of surplus June 30, 1898	4,743.31
Total surplus	\$5,136.36
Deductions during year:	
Charged off account, horses	\$2,000.00
Charged off account, equipment	1,117.71
Charged off account, harnesses	300.29
Total deductions	3,418.00
Total surplus June 30, 1899	\$1,718.36
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$13,062.78
Rentals of buildings and other property	728.00
Receipts from sale of manure	50.00
Receipts from advertising in cars	50.00
Pigs, \$44.40; barge earnings, \$5.00	49.40
Miscellaneous	17.92
Gross income from operation	\$13,958.10

EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks . . .		\$626.75
General office expenses and supplies . . .		770.09
Legal expenses		55.31
Maintenance of roadway and buildings:		
Repairs of roadbed and track . . .		276.17
Repairs of electric line construction . . .		14.20
Removal of snow and ice		453.46
Repairs of buildings		228.44
Maintenance of equipment:		
Repairs of cars and other vehicles . . .		215.73
Repairs of electric equipment of cars . . .		463.20
Harnesses, horseshoeing, and veterinary care .		111.35
Transportation expenses:		
Provender		854.48
Cost of electric motive power		2,944.18
Wages and compensation of persons employed in conducting transportation		4,264.31
Salt, oils, etc.		159.56
Total operating expenses		\$11,437.23
PROPERTY ACCOUNTS.		
Extension of railway and tracks (length, 27,720 feet) and fitting old track for electrics . .		\$50,096.16
New electric line construction (length, 46,833 ft.)		23,194.28
Total additions to railway		\$73,290.44
Additional cars (8), electrical equip- ment of same, snow plow (1) . . . \$17,898.47		
Other additional equipment 3,936.03		
Total additions to equipment		21,834.50
New electric power stations, includ- ing machinery, etc. \$27,000.00		
Generators, etc., at Cook's mill used when power was rented 3,248.17		
Total additions to land and buildings . . .		30,248.17
Extension of car barn \$3,710.54		
Office furniture 405.29		
Legal and engineering expenses during construction 3,168.71		
Total additions to other permanent property		7,284.54
Total additions to property accounts . . .		\$132,657.65

Property sold or reduced in valuation and credited to property accounts:		
Horses	\$3,627.50	
Equipment	2,295.70	
Harnesses	378.50	
Total deductions from property accounts .		\$6,301.70
Net addition to property accounts for year .		\$126,355.95
GENERAL BALANCE SHEET.		
<i>Assets.</i>		
Roadbed and tracks		\$79,794.39
Electric line construction, including poles, wiring, feeder lines, etc.		23,194.28
Salaries, engineering, and other expenses incident to construction		3,168.71
Total cost of railway owned		\$106,157.38
Equipment:		
Cars and other rolling stock and vehicles, and electric equipment for same	\$29,359.47	
Horses	150.00	
Harnesses	87.00	
Other items of equipment	4,401.53	
Total cost of equipment owned		33,998.00
Land and buildings:		
Land necessary for operation of railway	\$800.00	
Electric power stations, including equipment	27,000.00	
Other buildings necessary for operation of railway	10,139.21	
Generator and machinery at Cook's mill	3,248.17	
Total cost of land and buildings owned		41,187.38
Other permanent property:		
Tenements	\$10,598.36	
Office furniture and fixtures	405.29	
Total cost of other permanent property		11,003.65

Cash and current assets:		
Cash	\$3,526.72	
Bills and accounts receivable	252.12	
Prepaid insurance	393.65	
Total cash and current assets		\$4,172.49
Materials and supplies		1,157.25
Total		\$197,676.15
Liabilities.		
Capital stock, common		\$100,000.00
Loans and bills payable		95,957.79
Profit and loss		1,718.36
Total		\$197,676.15
CAPITAL STOCK.		
Capital stock authorized by law, common		\$100,000.00
Capital stock authorized by votes of company, common		100,000.00
Capital stock issued and outstanding, common		100,000.00
Number of shares issued and outstanding, common		2,000
Number of stockholders, common		34
Number stockholders in New Hampshire, common		30
Amount stock held in New Hampshire, common		\$18,800.00
FUNDED DEBT.		
First mortgage bonds, not yet sold:		
Rate of interest		5 per cent
Date of maturity		1919
Amount outstanding		\$91,000.00
VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during year		278,175
Number of passengers carried per mile of railway track operated		60,700
Number of round trips run		14,213
Number of car miles run		99,500
Average number of persons employed		8

EQUIPMENT.	
Box passenger cars equipped for horse power, trailers	2
Box passenger cars equipped for electric power	3
Open passenger cars equipped for horse power, trailers	6
Open passenger cars equipped for electric power	6
Total passenger cars of all kinds	17
Mail cars, horse (trailers), 8; electric, 9; total	17
Number of all above cars with four wheels	13
Number of all above cars with eight wheels	4
Number of electric cars equipped with fenders	9
Construction, repair, and other work cars	1
Snow plows	1
Barges and omnibuses	1
Carts and snow sleds	3
Other vehicles	6
Horses	3
Harnesses, 1 set double, 1 single	3
Electric motors (8) set)	16

DESCRIPTION OF RAILWAY.	
Length of railway line owned and operated	8.36 miles
Length of sidings, switches, etc. . . . .	.51 "
Total length, computed as single track	8.87 miles

System of electric motive power used by the company, trolley.
This railway is located in Laconia, Lakeport, and Weirs.

MISCELLANEOUS.

Crossings of company's railway with railroads at grade (2), viz.:
Boston & Maine, Lake Shore branch, at Black Brook, Laconia.
Spur track to ice houses at Black Brook.

GENERAL REMARKS AND EXPLANATIONS.

Old horse car tracks were equipped electrically last fall. Extension opened to Weirs May 30.
Bond issue written but not sold.

STATEMENT OF EACH ACCIDENT.

Person slightly injured by horse backing into car and breaking sleigh.

PROPER ADDRESS OF THE COMPANY.

LACONIA STREET RAILWAY,
LACONIA, N. H.

NAMES AND RESIDENCES OF OFFICERS.

H. L. Pierce, *President*, Leominster, Mass.; Charles T. Foster, *Treasurer and General Manager*, Leominster, Mass.; S. B. Smith, *Auditor*, Laconia, N. H.; Edmund Little, *Clerk of Corporation*, Laconia, N. H.; Stone & Shannon, *General Counsel*, Laconia, N. H.; L. S. Pierce, *Superintendent*, Laconia, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

A. G. Folsom, Laconia, N. H.; S. B. Smith, Laconia, N. H.; Charles F. Stone, Laconia, N. H.; Edmund Little, Laconia, N. H.; George H. Cooke, Athol, Mass.; H. L. Pierce, Leominster, Mass.; Charles T. Foster, Leominster, Mass.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

H. L. PIERCE,
President.

CHARLES T. FOSTER,
Treasurer.

L. S. PIERCE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. September 11, 1899. Then personally appeared the above named Harry L. Pierce and Charles T. Foster, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,
F. J. LOTHROP,
Notary Public.

STATE OF NEW HAMPSHIRE.

BELKNAP, ss. September 13, 1899. Then personally appeared the above named L. S. Pierce, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,
EDMUND LITTLE,
Justice of the Peace.

REPORT

OF THE

MANCHESTER STREET RAILWAY

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$162,074.43
Operating expenses	121,888.14
Net income from operation	\$40,186.29
Charges upon income accrued during the year:	
Interest on funded debt	\$12,500.00
Interest and discount on unfunded debts and loans	100.52
Taxes	4,913.84
Other deductions from income:	
Legal expense, \$1,452.94; accounts received, \$1,143.15; old accident claims, \$20,437.18	23,033.27
Total charges and deductions from income	40,547.63
Deficit for year ending June 30, 1899	\$361.34
Amount of surplus June 30, 1898	31,161.38
Total surplus	\$30,800.04
Additions during the year:	
Sale of old rails	\$3,578.00
Deductions during the year:	
Depreciation of land and buildings	20,120.00
Net deduction for the year	16,542.00
Total surplus June 30, 1899	\$14,258.04
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$160,251.00
Receipts from advertising in cars	999.96
Park receipts	823.47
Gross income from operation	\$162,074.43

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks . . .	\$5,150.00
General office expenses and supplies . . .	3,163.10
Insurance, fire, \$1,054.31; accident, \$11,871.59 . .	12,925.90
Printing and advertising	512.86
Fuel and water	466.41
Park expense	4,736.62
Maintenance of roadway and buildings:	
Repairs of roadbed and track	2,361.48
Repairs of electric line construction	1,218.68
Removal of snow and ice	2,246.69
Repairs of buildings	404.60
Maintenance of equipment:	
Repairs of cars and other vehicles	5,110.13
Repairs of electric equipment of cars	5,063.00
Harnesses, horseshoeing, veterinary care, and stable expense	1,353.09
Transportation expenses:	
Cost of electric motive power	29,205.21
Wages and compensation of persons employed in conducting transportation	40,073.67
Damages for injuries to persons and property	325.69
Other employees	4,104.84
Rentals of buildings and other property	3,090.00
Lamps, oil, and grease	376.17
Total operating expenses	\$121,888.14
PROPERTY ACCOUNTS.	
Extension of railway and tracks	\$1,765.58
New electric line construction	158.14
Total additions to railway	\$1,923.72
Additional cars	\$3,668.39
Electrical equipment of same	649.40
Total additions to equipment	4,317.79
Additional land necessary for operation of railway	\$20,120.00
Other new buildings necessary for operation of railway	236.67
Total additions to land and buildings	20,356.67

New park property	\$384.92	
Paving	4,644.63	
Total additions to other permanent property		\$5,029.55
		<u>\$31,627.73</u>
Horses sold	\$264.00	
Depreciation of land and buildings	20,120.00	
Total deductions from property accounts .		20,384.00
Net addition to property accounts for year		<u>\$11,243.73</u>
GENERAL BALANCE SHEET.		
<i>Assets.</i>		
Roadbed and tracks		\$220,631.61
Electric line construction, including poles, wiring, feeder lines, etc.		45,613.25
Total cost of railway owned		<u>\$266,244.86</u>
Equipment:		
Cars and other rolling stock and vehicles	\$109,822.46	
Electric equipment of same	2,625.33	
Horses	343.50	
Total cost of equipment owned		112,791.29
Land and buildings:		
Land necessary for operation of railway		67,051.27
Other permanent property:		
Massabesic park	\$13,384.92	
Paving	4,644.63	
Total cost other permanent property owned		<u>18,029.55</u>
Total permanent investments		<u>\$464,116.97</u>
Cash and current assets:		
Cash	\$5,839.84	
Bills and accounts receivable	529.17	
Suspense account	75.00	
Total cash and current assets		6,444.01
Materials and supplies		257.01
Total		<u>\$470,817.99</u>

<i>Liabilities.</i>	
Capital stock, common	\$170,000.00
Funded debt	250,000.00
Loans and bills payable	35,345.00
Accrued accident insurance	1,214.95
Profit and loss balance, surplus	14,258.04
Total	\$470,817.99
CAPITAL STOCK.	
Capital stock authorized by law, common	\$250,000.00
Capital stock authorized by votes of company, common	170,000.00
Capital stock issued and outstanding, common	170,000.00
Number shares issued and outstanding, common	1,700
Number of stockholders, common	7
Number stockholders in New Hampshire, common	2
Amount stock held in New Hampshire, common	\$200.00
FUNDED DEBT.	
First mortgage bonds:	
Rate of interest	5 per cent
Date of maturity	Jan. 1, 1915
Amount outstanding	\$250,000.00
Interest during year	12,500.00
VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during year	3,872,330
Number of passengers carried per mile of railway track operated	202,738
Number of round trips run	141,699
Number of car miles run	817,924.9
Average number of persons employed	130
EQUIPMENT.	
Box passenger cars equipped for electric power	24
Open passenger cars equipped for horse power	14
Open passenger cars equipped for electric power	33
Total passenger cars of all kinds	71
Number of all above cars with four wheels	69
Number of all above cars with eight wheels	2
Number of electric cars equipped with fenders	57
Snow plows	5
3 Electric sweepers, 2 freight cars	5
Barges and omnibuses	1
Carts and snow sleds	12

Express and other wagons	7
1 Emergency wagon, 1 tower wagon, 2 sleighs .	4
Horses	4
Harnesses, double, 5; single, 6; total	11
Electric motors	87

DESCRIPTION OF RAILWAY.	
Length of railway line owned and operated .	14.70 miles
Length of second track	4.40 "
Total length main track owned and operated	19.10 miles
Length of sidings, switches, etc.	1.09 "
Total length, computed as single track .	20.19 miles

System of electric motive power used by the company, overhead trolley.

This railway is located in Manchester, N. H.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSINGS.	
	Railroad.	Railway.
With Boston & Maine Railroad, Granite street	2	1
" " " " " "	1	2
" " " " Turner "	1	1
" " " " So. Elm "	1	1
" " " " Wilson "	4	1
" " " " So. Main "	2	1
Total number of tracks at crossings.....	11	7

STATEMENT OF EACH ACCIDENT.

August 6, 1898. Man fell from car, bruising his head.
 August 7. Car hit rear wheel of wagon.
 August 13. Grab handle of car came off, throwing man down.
 September 3. Car hit horse, throwing occupants out of buggy.
 September 11. Woman in alighting from a still car, fell; her arm was broken and eye slightly bruised.
 October 29. Car struck man, cutting him about forehead.
 January 20, 1899. Car struck horse.

January 28. Car struck wagon, throwing man out on ground.
 March 28. Car struck sleigh occupied by lady.
 July 4. Man standing on running board fell between forward
 car and trailer.

PROPER ADDRESS OF THE COMPANY.
 MANCHESTER STREET RAILWAY,
 MANCHESTER, N. H.

NAMES AND RESIDENCES OF OFFICERS.

Wm. A. Tucker, *President*, Boston, Mass.; Philip L. Saltonstall, *Treasurer*, Boston, Mass.; J. W. Fellows, *Clerk of Corporation*, Manchester, N. H.; E. P. Shaw, Jr., *General Manager*, Boston, Mass.; N. H. Walker, *Superintendent*, Manchester, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Wm. A. Tucker, Boston, Mass.; P. L. Saltonstall, Boston, Mass.; E. P. Shaw, Jr., Boston, Mass.; Charles T. Means, Manchester, N. H.; Walter M. Parker, Manchester, N. H.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

WM. A. TUCKER,
President.
 PHILIP L. SALTONSTALL,
Treasurer.
 N. H. WALKER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, September 14, 1899. Then personally appeared the above named Wm. A. Tucker, president, and Philip L. Saltonstall, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,
 DANIEL P. SNOW,
Justice of the Peace.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. September 20, 1899. Then personally appeared N. H. Walker, and made oath that the above statement by him signed is true.

H. M. PUTNEY,
Justice of the Peace.

REPORT

OF THE

NASHUA STREET RAILWAY

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$62,384.34
Operating expenses	42,643.64
Net income from operation	\$19,740.70
Charges upon income accrued during the year:	
Interest on funded debt	\$9,000.00
Interest and discount on unfunded debts and loans	1,861.37
Taxes	878.51
Total charges and deductions from income	11,739.88
Net divisible income	\$8,000.82
Deficit for year ending June 30, 1898	43,054.38
Amount of deficit June 30, 1899	\$35,053.56
Additions during the year:	
Bonus building, Main-street extension	\$1,500.00
Deductions during the year:	
Depreciation in supplies, \$299.73; injuries and damages previous year due from insurance companies, \$3,569.19; interest previous year, \$2,748.86	6,617.78
Net deduction for the year	5,117.78
Total deficit June 30, 1899	\$40,171.34

EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$61,834.38
Receipts from advertising in cars	549.96
Gross income from operation	\$62,384.34
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks . . .	\$1,789.46
General office expenses and supplies . . .	53.48
Legal expenses	74.45
Insurance	1,153.46
Park maintenance, rent, freight on supplies, lighting, traveling expenses, advertising, and printing	1,694.14
Maintenance of roadway and buildings:	
Repairs of roadbed and track	82.45
Repairs of electric line construction . . .	250.34
Removal of snow and ice	2,131.66
Repairs of buildings	1.49
Oiling and cleaning track and miscellaneous .	513.10
Maintenance of equipment:	
Repairs of cars and other vehicles	1,335.01
Repairs of electric equipment of cars . . .	499.98
Harnesses, horseshoeing, and veterinary care .	241.68
Repairs tools and machinery and other articles of equipment	114.26
Transportation expenses:	
Cost of electric motive power	9,931.04
Wages and compensation of persons employed in conducting transportation	19,596.38
Damages for injuries to persons and property	1,088.19
Accident insurance	203.32
Proportion of crossing expense steam railroad, lubricants, waste, and supplies for cars, park entertainments, inspection, and miscellaneous	1,887.75
Total operating expenses	\$42,643.64
PROPERTY ACCOUNTS.	
Land damages	\$1,161.72
Additional equipment	622.56
Total additions to property accounts . . .	\$1,784.28
Depreciation in supplies	299.73
Net addition to property accounts for year .	\$1,484.55

GENERAL BALANCE SHEET.	
<i>Assets.</i>	
Roadbed and tracks	\$279,412.12
Electric line construction, including poles, wiring, feeder lines, etc.	27,828.26
Total cost of railway owned	\$307,240.38
Equipment:	
Cars and other rolling stock and vehicles	\$58,437.08
Horses	100.00
Steam plant for heating, tools, machinery, and other articles of equipment	3,083.23
Total cost of equipment owned	61,620.31
Land and buildings:	
Land and buildings necessary for operation of railway	\$24,166.72
Electric power stations, including equipment	13,711.78
Total cost of land and buildings owned	37,878.50
Other permanent property:	
Office furniture and fixtures	\$423.62
Park equipment	71.54
Signal system	581.71
Total cost other permanent property owned	1,076.87
Total permanent investments	\$407,816.06
Cash and current assets:	
Cash	\$4,437.30
Bills and accounts receivable	2,614.48
Unexpired insurance and taxes	915.11
Total cash and current assets	7,966.89
Materials and supplies	1,182.46
Profit and loss balance, deficit	40,171.34
Total	\$457,136.75
<i>Liabilities.</i>	
Capital stock, common	\$250,000.00
Funded debt	150,000.00

Current liabilities:		
Loans and bills payable	\$54,720.14	
Outstanding tickets	86.09	
Total current liabilities		\$54,806.23
Interest accrued and not yet due		2,330.52
Total		\$457,136.75
CAPITAL STOCK.		
Capital stock authorized by law, common		\$325,000.00
Capital stock authorized by votes of company, common		250,000.00
Capital stock issued and outstanding, common		250,000.00
Number shares issued and outstanding, common		2,500
Number of stockholders, common		61
Number stockholders in New Hampshire, common		19
Amount stock held in New Hampshire, common		\$8,500.00
FUNDED DEBT.		
First mortgage bonds:		
Rate of interest		6 per cent
Date of maturity		April 1, 1911
Amount outstanding		\$150,000.00
Interest paid during year		9,000.00
VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during year		1,260,060
Number of passengers per mile of railway track operated		88,239
Number of round trips run		86,607
Number of car miles run		445,982
Average number of person employed		54
EQUIPMENT.		
Box passenger cars equipped for horse power		5
Box passenger cars equipped for electric power		9
Open passenger cars equipped for horse power		3
Open passenger cars equipped for electric power		14
Total passenger cars of all kinds		31

Number of all above cars with four wheels . . .	25
Number of all above cars with eight wheels . . .	6
Number of electric cars equipped with fenders . . .	23
Construction, repair, and other work cars . . .	1
Snow plows . . .	8
Carts and snow sleds (1 dump, 5 sleds) . . .	6
1 Express wagon, 1 emergency wagon, 1 tower wagon, 1 Concord wagon, 1 Democrat wagon, 1 sleigh, 1 sweeper, 2 Walkaway . . .	9
Horses . . .	1
Harnesses, double, 1; single, 2; total . . .	3
Electric motors . . .	54
Tools and machinery, steam plant for heating.	

DESCRIPTION OF RAILWAY.	
Length of railway line owned and operated . . .	13.53 miles
Length of second track . . . . .	.75 "
Total length main track owned and operated . . .	14.28 miles
Length of sidings, switches, etc. . . . .	.14 "
Total length, computed as single track . . .	14.42 miles

Motive power, electric only.

System of electric motive power used by the company, general electric, overhead trolley.

This railway is located in Nashua and Hudson, N. H.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.]	NUMBER OF TRACKS AT CROSSINGS.	
	Railroad.	Railway.
With Boston & Maine R. R., N. & A. Div., Main street	1	1
" " " " W. N. & R. Div., " "	2	1
" " " " Keene Div., " "	2	1
" " " " " " Temple "	2	1
" " " " N. & A. " " "	1	1
" " " " W. N. & R. Div., " "	1	1
" " " " Southern " Hollis "	6	1
" " " " N. & A. " Alds "	1	1
Total number of tracks at crossings	16	8

Number of above crossings at which frogs are inserted in the tracks, 8.

ACCIDENTS TO PERSONS.	
Injured from their own misconduct or carelessness:	
Passengers	13
Employees	4
Other persons	7
Total	24

STATEMENT OF EACH ACCIDENT.

July 8, 1898. A woman alighting from a moving car fell, and was slightly injured.

July 17. An intoxicated man fell from a moving car and was slightly injured.

July 21. A man alighting from a moving car slipped, fell, and was slightly injured.

August 11. The horses attached to a line repair wagon ran away, causing slight injury to an employee.

August 13. A man walking along running board of moving car, missed his hold, fell, and was slightly injured.

August 29. A man alighting from moving car fell, and was slightly injured.

September 6. A woman slipped from a moving car, fell, and was slightly injured.

September 15. A woman alighting from a car at rest fell, turning her ankle.

September 23. Two men in a buggy drove in front of car, were thrown out by collision, and one was slightly injured.

September 25. A man driving toward moving car, turned in front of same, was thrown out by collision, and slightly injured.

October 27. Man driving in buggy turned in front of moving car, was thrown out by collision, and slightly injured.

November 20. Man in alighting from a moving car slipped, fell, and was slightly injured.

December 7. A woman walking across the tracks fell, and was slightly injured.

January 6, 1899. A man walking on the track was struck by a car and slightly injured.

January 25. A man in entering the door of a close car caught hand in door, slightly injuring finger.

February 15. An employee while coupling two cars jammed his thumb.

February 28. A boy playing in the street was picked up on fender of moving car, and was somewhat bruised.

March 22. A woman alighting from car just as it started was thrown to the ground and slightly injured.

March 27. An employee while repairing overhead lines made a misstep, fell from top of tower wagon, and was slightly injured.

April 20. A man fell off a moving car and was slightly injured.

May 2. A two-and-a-half-year old child ran in front of moving car, was picked up on fender, slightly bruised.

May 10. A man alighting from a moving car fell, and was slightly injured.

June 8. A woman alighting from a moving car fell, and was slightly injured.

June 21. An employee in locating trouble in electric signals slightly burned his hand by contact with same.

PROPER ADDRESS OF THE COMPANY.

NASHUA STREET RAILWAY,
CURRIER BUILDING, NASHUA, N. H.

NAMES AND RESIDENCES OF OFFICERS.

John A. Fisher, *President*, Nashua, N. H.; J. H. Goodspeed, *Treasurer*, Boston, Mass.; John P. Goggin, *Clerk of Corporation*, Nashua, N. H.; George B. French, *General Counsel*, Nashua, N. H.; Franklin Woodman, *General Manager*, Lowell, Mass.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

John A. Fisher, Nashua, N. H.; Fred C. Anderson, Nashua, N. H.; John P. Goggin, Nashua, N. H.; Joseph H. Goodspeed, Boston, Mass.; P. F. Sullivan, Lowell, Mass.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

JOHN A. FISHER,
President.

J. H. GOODSPEED,
Treasurer.

FRANKLIN WOODMAN,
General Manager.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. October 21, 1899. Then personally appeared the above named John A. Fisher and Franklin Woodman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ISAIAH ROBBINS, JR.,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, October 19, 1899. Then personally appeared Joseph H. Goodspeed, and made oath that the within and foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

CHARLES HALL ADAMS,
Commissioner of the State of New Hampshire.

REPORT

OF THE

SPRINGFIELD ELECTRIC RAILWAY

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL BALANCE SHEET.	
<i>Assets.</i>	
Roadbed and tracks, Charlestown to Cheshire bridge	\$12,000.00
Cash received for rental	1.00
<i>Liabilities.</i>	
Capital stock	\$12,000.00

This line is between a mile and a half and two miles, including sidings, from Cheshire bridge to Charlestown and Springfield station.

It is leased to the Springfield Electric Railway Company of Springfield, Vt., for \$1.00 per year for ninety-nine years.

It has no equipment of any kind.

There have been no accidents the past year.

The expenses of the line have just equaled the receipts, viz., \$1.00 per year.

PROPER ADDRESS OF THE COMPANY.

SPRINGFIELD ELECTRIC RAILWAY COMPANY,
CHARLESTOWN, N. H.

NAMES AND RESIDENCES OF OFFICERS.

Nathaniel G. Brooks, *President*, Charlestown, N. H.; James A. Hunt, *Vice-President*, Charlestown, N. H.; Frank W. Hamlin, *Treasurer and Clerk of Corporation*, Charlestown, N. H.; W. R. Sheldon, James A. Hunt, E. C. Crosby, *Auditors*, Charlestown, N. H.; Edward C. Crosby, *General Manager and Superintendent*, Springfield, Vt.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Nathaniel G. Brooks, Charlestown, N. H.; James A. Hunt, Charlestown, N. H.; William R. Sheldon, Charlestown, N. H.; Edward C. Crosby, Springfield, Vt.; Frank W. Hamlin, Charlestown, N. H.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

NATHANIEL G. BROOKS,
President.

FRANK W. HAMLIN,
Treasurer.

EDWARD C. CROSBY,
General Manager.

STATE OF NEW HAMPSHIRE.

SULLIVAN, ss. September 7, 1899. Then personally appeared the above named Nathaniel G. Brooks, president, Frank W. Hamlin, treasurer, and Edward C. Crosby, general manager, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,
DEXTER BRADFORD,
Justice of the Peace.

REPORT

OF THE

UNION ELECTRIC COMPANY

FOR THE YEAR ENDING JUNE 30, 1899.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$36,492.78
Operating expenses	24,699.05
Net income from operation	\$11,793.73
Charges upon income accrued during year:	
Interest on funded debt . . . \$5,000.00	
Taxes 177.65	
Total charges and deductions from income .	5,177.65
Surplus for year ending June 30, 1899 . .	\$6,616.08
Amount of surplus June 30, 1898	15,244.07
Total surplus June 30, 1899	\$21,860.15
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$32,806.75
Rentals of buildings and other property . .	417.50
Receipts from advertising in cars	229.50
Park and miscellaneous	3,039.03
Gross income from operation	\$36,492.78
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers, clerks, general office expenses and supplies	\$2,000.00
Legal expenses	529.26
Insurance	381.25

Maintenance of roadway and buildings:	
Repairs of roadbed and track	\$272.28
Repairs of electric line construction	39.70
Removal of snow and ice	1,299.96
Repairs of buildings	147.82
Maintenance of equipment:	
Repairs of cars and other vehicles and electric equipment of cars	2,588.60
Transportation expenses:	
Cost of electric motive power	5,870.09
Wages and compensation of persons employed in conducting transportation	7,482.85
Damages for injuries to persons and property	1,601.28
Park and miscellaneous	2,485.96
Total operating expenses	\$24,699.05
PROPERTY ACCOUNTS.	
New electric power stations, including machinery, etc., and additional equipment of power stations	\$13,275.04
GENERAL BALANCE SHEET.	
<i>Assets.</i>	
Electric line construction, including poles, wiring, feeder lines, equipment, land, buildings, park, etc.	\$212,537.26
Additions to equipment and station during year	13,275.04
Cash	1,025.50
Materials and supplies	1,100.00
Total	\$227,937.80
<i>Liabilities.</i>	
Capital stock, common	\$100,000.00
Funded debt	100,000.00
Bills payable	4,202.65
Interest accrued and not yet due	1,875.00
Profit and loss balance, surplus	21,860.15
Total	\$227,937.80

CAPITAL STOCK.	
Capital stock authorized by law, common . . .	\$100,000.00
Capital stock issued and outstanding, common .	100,000.00
Number shares issued and outstanding, common .	1,000
Number of stockholders, common	6
Number stockholders in New Hampshire, common .	6
Amount stock held in New Hampshire, common .	\$100,000.00
FUNDED DEBT.	
First mortgage gold bonds:	
Rate of interest	5 per cent
Date of maturity	Feb. 15, 1917
Amount outstanding	\$100,000.00
Interest paid during year	5,000.00
VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during year . . .	693,430
Number of car miles run, estimated	193,000
Average number of persons employed	21
EQUIPMENT.	
Box passenger cars equipped for electric power .	7
Open passenger cars equipped for electric power .	12
Total passenger cars of all kinds	19
Number of all above cars with four wheels . . .	15
Number of all above cars with six wheels . . .	4
Construction, repair, and other work cars . . .	2
Snow plows	1
Barges and omnibuses	2
Carts and snow sleds	1
Electric motors	1
DESCRIPTION OF RAILWAY.	
Length of railway line owned and operated . .	7.20 miles
Length of sidings, switches, etc. . . . .	.75 "
Total length, computed as single track . . .	7.95 miles
System of electric motive power used by the company, general electric and Westinghouse.	
This railway is located in Dover and Somersworth, N. H.	

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSINGS.	
	Railroad.	Railway.
With Boston & Maine, Central avenue, Dover	3	1
" " " Sawyer's, "	1	1
Total number of tracks at crossings.....	4	2

ACCIDENTS TO PERSONS.	
Injured from causes beyond their own control:	
Passengers	4
Injured from their own misconduct or carelessness:	
Passengers	1
Total	5

PROPER ADDRESS OF THE COMPANY.

UNION ELECTRIC RAILWAY,

DOVER, N. H.

NAMES AND RESIDENCES OF OFFICERS.

Sumner Wallace, *President*, Rochester, N. H.; George E. Wallace, *Vice-President*, Rochester, N. H.; John F. Springfield, *Treasurer*, Dover, N. H.; Leslie P. Snow, *Clerk of Corporation*, Rochester, N. H.; Worcester, Gafney & Snow, *General Counsel*, Rochester, N. H.; H. C. Weston, *Superintendent*, Dover, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Sumner Wallace, Rochester, N. H.; Albert Wallace, Rochester, N. H.; George E. Wallace, Rochester, N. H.; James E. Lothrop, Dover, N. H.; Harrison Haley, Dover, N. H.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

GEORGE E. WALLACE,
Vice-President.

J. F. SPRINGFIELD,
Treasurer.

STATE OF NEW HAMPSHIRE.

STRAFFORD, ss. December 5, 1899. Then personally appeared the above named George E. Wallace and J. F. Springfield, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

SAMUEL F. FELKER,
Justice of the Peace.

PART IV.

PETITIONS, ORDERS, AND FINDINGS

1

1

1

PETITIONS, ORDERS, AND FINDINGS.

PORTSMOUTH & DOVER EXTENSION.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

Supreme Court.

ROCKINGHAM, SS.

JUNE LAW TERM.

CONCORD, June 7, 1898.

In the matter of the petition of the Portsmouth & Dover Railroad:

Upon considering the said petition of the Portsmouth & Dover Railroad, and the report of the railroad commissioners of the state of New Hampshire thereon, to whom the same was duly referred, which report is filed this day, after hearing such parties as desire to be heard, it is adjudged and decreed by this court that the public good requires the building of so much of the proposed extension, branches, and additions set forth in said petition as are described in the said report of said railroad commissioners, and that the public good requires that the same be built upon the routes proposed in said petition and described in said report.

And as to the remainder of the proposed extension, branches, and additions set forth in said petition, and as to the proposed routes thereof, set forth in said petition and not described in said report, it is ordered that said petition and report be recommitted to said railroad commissioners, for further hearing and consideration.

C. H. KNIGHT,
Clerk.

By order of the court.

A true copy. Attest:

C. H. KNIGHT.

To the Railroad Commissioners of the State of New Hampshire:

The Portsmouth & Dover Railroad, a corporation established under the laws of this state and having its principal office at Ports-

mouth in said state, respectfully represents that its petition filed in the office of the clerk of the supreme court for the county of Rockingham on the 15th day of February, 1898, representing that the public good required that said railroad build an extension and branches and additions to its steam railroad to be operated by electricity, and praying that the court determine the question whether the public good required the building of such extension, branches, and additions upon the routes proposed in said petition, and that the court fix and determine the routes upon which they might be built, in the city of Portsmouth and in the towns of Newcastle, Rye, North Hampton, and Hampton, all in said county, all as particularly set forth in said petition, was by the court duly referred to you to find and report the facts according to the statutes in such case made and provided; and at the June law term of said court holden at Concord on the 7th day of June, 1898, upon the filing of your report, it was ordered, adjudged, and decreed by the court that the public good requires the building of so much of the proposed extension, branches, and additions set forth in said petition as are described in your report, upon the routes therein mentioned; and as to the remainder of said proposed extension, branches, and additions set forth in said petition, and as to the proposed routes thereof set forth in said petition and not described in your report, it was ordered by said court that said petition and your report be recommitted to you for further hearing, consideration, and report; and at the December, 1898, law term of said court, said order of recommitment was renewed, extended, and enlarged, so that your said report is now again before you for further hearing, consideration, and report, as to the aforesaid remainder of said proposed extension, branches, and additions, and the routes thereof, named in said petition and not described in said report, being all in said county of Rockingham, that is to say:

Beginning at Rye Center, in the town of Rye, at a point near the Congregational meeting-house, where the road leading to the Farragut House runs from the road leading from Rye Center to Portsmouth, there connecting with an extension of said railroad; thence running over and in said road leading to the Farragut House, easterly and southerly and in whatever direction said road runs, by the dwelling of J. W. Berry, the store of Emery C. Jenness, the dwelling house of Abraham Perkins, the Sea View House, and the dwelling house of E. B. Philbrick, to a point a short distance easterly from said dwelling house of E. B. Philbrick, where the road leading southerly and southeasterly to the fish houses, so called, runs into said Farragut House road; thence running

over and in said road leading to the fish houses, to the road running from said fish houses along the ocean by the residence of W. H. Jacques and the residence of Charles A. Stott to Little Boar's Head and down the hill about the ocean to North Hampton fish houses; thence running all in said Rye to the line of the town of North Hampton over and in said last named road in a southerly direction; thence running in said North Hampton southerly and southwesterly over and in said last named road to said North Hampton fish houses; and thence running from said North Hampton fish houses southerly and southwesterly over and in or near the road called the Beach road, which runs along the beach from said fish houses to Boar's Head, to the line of the town of Hampton.

Beginning in Sagamore road, at the line between the town of Rye and the city of Portsmouth, and thence through said town of Rye easterly and southerly and southwesterly to the town of North Hampton, and thence through said town of North Hampton to the line of the town of Hampton, at a point in the line where the Beach road leading from Little Boar's Head to Boar's Head crosses said line.

And the route upon which the public good requires said railroad should be built is the same as that last above described between the line of the city of Portsmouth and the line of the town of Hampton, all in said towns of Rye and North Hampton.

Beginning in said North Hampton, at said North Hampton fish houses near the ocean, at the line of location of said railroad, and connecting therewith and running westerly over and in the road running by the dwelling house of David J. Lamprey and the dwelling house of H. B. Marston to the track of the Eastern Railroad in New Hampshire, at the railroad station of the Boston & Maine Railroad, all in said North Hampton.

Beginning at the line between the town of North Hampton and the town of Hampton, where the Beach road, so called, leading from Little Boar's Head to Boar's Head, crosses said line, and running over and in or near to said Beach road, southerly and southwesterly to a point in said town of Hampton, near the ocean, where the road leading from Hampton town hall to Boar's Head turns to the south to run along beside the ocean and runs into said Beach road, and to connect with the railroad of the Exeter Street Railway now built there, all in said Hampton.

Wherefore, said Portsmouth & Dover Railroad prays that you will forthwith appoint a time and place of hearing upon the matters in said petition recommitted to you by the court as aforesaid,

give due notice thereof and hear all parties desiring to be heard, and make report to the court as soon as possible.

Dated May 26, 1899.

PORTSMOUTH & DOVER RAILROAD,

By its attorneys,
PAGE & BARTLETT.

J. S. H. FRINK,
PAGE & BARTLETT,
Solicitors for Petitioner.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, May 26, 1899.

Upon the foregoing petition and the order of recommittal from the supreme court for the county of Rockingham, a hearing will be had upon all matters thereby recommitted to the board, on the 6th day of July next, at the town hall in Rye, in said county, at 11 o'clock in the forenoon, when and where all persons interested may appear and be heard if they see cause.

And it is ordered that said petitioner give notice of said order and hearing by causing a copy of the foregoing petition and of this order thereon to be given in hand to the attorney-general of the state, or left at his usual place of abode, fourteen days at least before said day of hearing, and by causing like copies to be posted in two or more public places in the towns of Rye, North Hampton, and Hampton in said county of Rockingham thirty days at least before said day of hearing, and by causing like copies to be published three successive weeks in the "Independent Statesman," published in said Concord, and in the "Portsmouth Times" and the "Portsmouth Daily Chronicle," published in Portsmouth, in said Rockingham, the last publication to be at least seven days before said day of hearing.

J. G. BELLOWES,
Clerk.

STATE OF NEW HAMPSHIRE.

Supreme Court.

ROCKINGHAM COUNTY.

LAW TERM.

In the matter of the petition of the Portsmouth & Dover Railroad for an extension, branches, and additions to its steam railroad, to be operated by electricity, filed February 15, 1898:

The petitioner asks leave to amend its petition now pending in said court and before the railroad commissioners by adding thereto and therein, after the several descriptions of the exten-

sion, branches, and additions, and the routes particularly set forth, the following, viz.:

Beginning at Rye Center, in the town of Rye, at a point near the Congregational meeting-house, where the road leading to the Farragut House runs from the road leading from Rye Center to Portsmouth, there connecting with an extension of said railroad; thence running over and in said road leading to the Farragut House, easterly, southerly, westerly, and in whatever direction said road runs, by the store of Emery C. Jenness, the dwelling house of Abraham Perkins, the Sea View House, and the dwelling house of E. B. Philbrick, to a point a short distance easterly from said dwelling house of E. B. Philbrick, where the road leading southerly and southeasterly to the fish houses, so called, runs into said Farragut House road; thence running over, in, and along said road leading to the fish houses to the road leading along the ocean to Little Boar's Head; thence running over, in, and along said road leading to Little Boar's Head, southerly and south-westerly in said towns of Rye and North Hampton to a point in said road about 320 feet northerly from where said road crosses the creek or rivulet called the "Trunk"; thence the center line of said railroad shall run from a point in the westerly side line of said road, designated by a stake in the ground about 320 feet northerly from the place where said road crosses said "Trunk," south three degrees and fifty-three minutes west over and across land of Emmons B. Philbrick, a distance of 146 33-100 feet, to a stake; thence by a twenty-degree curve to the right, a distance of 319 75-100 feet, over land of said Emmons B. Philbrick and land of Horace Sawyer, to a stake; thence by a straight line bearing south sixty-seven degrees and fifty minutes west, a distance of 2,875 55-100 feet, over land of said Sawyer, land of Caroline C. Williams, land of Albert Batchelder, land of Ambrose Batchelder, and land of the widow and children of Thomas I. Batchelder, deceased, now occupied by Lillie E. Batchelder, the widow, to a stake; thence by a ten-degree curve to the left, a distance of 210 83-100 feet, over land of the persons last mentioned, to a stake; thence by a straight line bearing south forty-six degrees and forty-five minutes west, a distance of 246 87-100 feet, over land of the persons last mentioned, to a stake in the northerly side line of the road leading from Little Boar's Head to the railroad station of the Boston & Maine Railroad, in said North Hampton, between the dwelling house of said Ambrose Batchelder and the dwelling house of the said widow of Thomas I. Batchelder, all in said North Hampton; thence running easterly, southerly, and southwesterly, all in said North Hampton, over, in, along, and near said last mentioned road, and the road leading

therefrom southerly along the ocean and called the Beach road, to the line of the town of Hampton, so as to connect with the railroad of the Exeter, Hampton & Amesbury Street Railway, now built there. And the land to be taken for the right of way, as above described, where said railroad is located outside of the highway is to be two rods wide, that is to say, one rod measured at right angles either way from the above described center line, and the quantity of land taken from owners is as follows:

Emmons B. Philbrick, 27-100 acres.

Horace Sawyer, 58-100 acres.

Caroline C. Williams, 41-100 acres.

Albert Batchelder, 47-100 acres.

Ambrose Batchelder, 72-100 acres.

The widow and children of Thomas I. Batchelder, 46-100 acres.

Beginning in said North Hampton, in the road leading from Little Boar's Head to the railroad station of the Boston & Maine Railroad, in said North Hampton, at a point in said road, above described, between the dwelling houses of Ambrose Batchelder and the widow of Thomas I. Batchelder, there connecting with an extension of said railroad, and running westerly over and in said road by the dwelling house of David J. Lamprey and the dwelling house of N. B. Marston to the track of the Boston & Maine Railroad at its railroad station, all in said North Hampton.

Beginning at a point in the westerly side line of the highway leading from the Farragut House to Little Boar's Head, there connecting with an extension of said railroad at a stake about 320 feet northerly from where the said highway crosses the "Trunk," so called; thence running south three degrees and fifty-three minutes west over land of Emmons B. Philbrick, a distance of 146.33 feet, to a stake; thence by a twenty-degree curve to the right, over land of said Philbrick and land of Horace Sawyer, a distance of 319.75 feet, to a stake; thence by a straight line bearing south sixty-seven degrees and fifty minutes west, over land of said Sawyer, land of Caroline C. Williams, land of Albert Batchelder, land of Ambrose Batchelder, and land of the heirs or devisees of the late Thomas I. Batchelder, deceased, now occupied by his widow, Lillie E. Batchelder, a distance of 2,875.55 feet, to a stake; thence by a ten-degree curve to the left, over land owned and occupied by the persons last above mentioned, a distance of 210.83 feet, to a stake; thence by a straight line bearing south forty-six degrees and forty-five minutes west, 246.87 feet, to a stake in the northerly side line of the highway leading from Little Boar's Head to the railroad station of the Boston & Maine Railroad, in said North Hampton, between the dwelling house of Ambrose Batchelder and the dwelling house of Lillie E. Batchelder, and there con-

necting with an extension of said railroad, all in said North Hampton. And the above line is to be the center line of said railroad, which is to be two rods wide, that is to say, one rod on each side of said center line, measuring at right angles. And the quantity of land to be taken therefor from owners is as follows, viz.:

Emmons B. Philbrick, 27-100 acres.

Horace Sawyer, 58-100 acres.

Caroline C. Williams, 41-100 acres.

Albert Batchelder, 47-100 acres.

Ambrose Batchelder, 72-100 acres.

The widow and children of Thomas I. Batchelder, 46-100 acres.

PORTSMOUTH & DOVER RAILROAD,

By its attorneys,

CALVIN PAGE,

J. S. H. FRINK.

I hereby acknowledge due and legal service of the foregoing petition, and waive all objection thereto.

EDWIN G. EASTMAN,

Attorney-General.

A true copy. Attest:

C. H. KNIGHT,

Clerk.

PETITION OF PORTSMOUTH & DOVER RAILROAD.

STATE OF NEW HAMPSHIRE.

Supreme Court.

ROCKINGHAM COUNTY.

Leave is hereby granted said petitioner to amend its petition in accordance with the foregoing request hereto annexed, and said amendment having been first filed in the office of the clerk of the court for Rockingham county it is further ordered that said amendment be submitted to the board of railroad commissioners, to be considered by them with all other matters now pending before them upon said original petition, and said railroad commissioners are directed to give the same notice of said amended petition and their hearing thereon as is required by law in the case of original petition.

I. N. BLODGETT,

Chief Justice said Court.

A true copy. Attest:

C. H. KNIGHT,

Clerk.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, July 31, 1899.

The supreme court for the county of Rockingham having referred to the board of railroad commissioners the petition of the Portsmouth & Dover Railroad, filed in said court, February 15, 1899, for an extension, branches, and additions to its steam railroad, to be operated by electricity, the same was heard, in part, by the board, and upon their report certain orders having been made by the court thereon, said petition was recommitted by the court to the board for further findings, and, after due notice, agreeably to the order of recommitment aforesaid, a hearing was had upon said recommitted petition, at the town hall in said Rye, on July 6, 1899, at 11 o'clock A. M., at which hearing said petitioner appeared by its counsel, the towns of Rye and North Hampton by their selectmen, and hundreds of residents of said towns and the adjoining towns appeared by counsel or personally, and all evidence and arguments presented having been heard, said hearing was adjourned to the office of the board at said Concord, on July 10, 1899, at 11 o'clock A. M., when said hearing was further adjourned, at the request of all parties interested, to the office of Hon. Henry M. Putney, at Manchester, on July 31st inst., at 9 o'clock A. M., for the purpose of allowing the petitioner to amend his said petition in said court, and said court having allowed said amendment, and the same being filed with the board, with the order of the court thereon submitting the same to be considered by the board with all other matters now pending before them upon the original petition, a copy of said amendment and order thereon being hereunto annexed, for the determination of the question whether the public good requires the building of said extension, branches, and additions upon the route described in said petition and amendment, a further adjourned hearing will be had upon said petition and the amendment aforesaid at the town hall at Rye, in said county, on the 4th day of September, 1899, at 11 o'clock in the forenoon, when and where all persons interested may appear and be heard, if they see cause.

And the petitioner is ordered to give notice of said petition, amendment, and hearing by causing a copy of this citation and amendment aforesaid to be given to the attorney-general of the state, or left at his abode, fourteen days, at least, before said day of hearing, and by causing like copies to be posted in two or more public places in each city or town through or into which the route of said proposed railway will extend, thirty days at least before said day of hearing, and by causing like copies to be published

three successive weeks in the "Independent Statesman," published in said Concord, and in "the Portsmouth Times" and "Portsmouth Daily Chronicle," published in Portsmouth, in said Rockingham, the last publication to be at least seven days before said day of hearing.

J. G. BELLOWS.

Clerk.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

ROCKINGHAM, SS.

ADJOURNED JUNE LAW TERM, 1899.

CONCORD, September 11, 1899.

To the Supreme Court:

In the matter of the petition of the Portsmouth & Dover Railroad, filed February 15, 1898:

The board of railroad commissioners, to whom the foregoing petition of the Portsmouth & Dover Railroad was referred and afterwards recommended for further hearing and report, as appears from a copy of an order of said court, made thereon and hereto annexed and made part of this report, upon the further petition of the plaintiff, hereto annexed and made part of this report, appointed a hearing thereon at the town hall in Rye, in said county, on the 8th day of July, 1899, at 11 o'clock A. M., and issued an order of notice thereof to all parties entitled to notice of said hearing, which said order, with returns of service thereon, is hereto annexed and made part of this report.

And at said time and place of hearing all of said railroad commissioners attended, the said petitioner appeared by counsel, the towns of Rye and North Hampton by their selectmen, and hundreds of residents of said town, of adjoining towns, and of the city of Portsmouth appeared either personally or by counsel. The board heard all of the testimony and arguments offered before them by all persons desiring to be heard at this time and at adjourned hearings held for proper cause, and made a careful examination of the proposed routes of said extension, branches, and additions.

The petitioner, at an adjourned hearing held at the office of H. M. Putney, at Manchester, in our county of Hillsborough, on July 31, 1899, at 9 o'clock A. M., presented to the said board an amendment to said first named petition, duly allowed by said court, with the order of said court thereon, submitting said amendment to said board and directing them to give the same notice of said amendment to said original petition and of their hearing thereon as is required by law in case of original petition,

which said amendment and order of court thereon are hereto annexed and made part of this report.

Thereupon said board appointed a hearing upon said petition and amendment agreeably to said order of court at the town hall in said Rye, on the 4th day of September, 1899, at 11 o'clock A. M., and issued an order of notice thereof to all parties entitled to notice of said hearing, which said order of notice with returns of service written thereon is hereto annexed and made part of this report.

At said last named hearing all of said commissioners attended, said petitioner appeared by its counsel, said towns of Rye and North Hampton by their selectmen, and the residents of said Rye and North Hampton, of the adjoining towns, and of the city of Portsmouth appeared as before personally or by counsel, but not so numerously.

And the board having heard all further evidence and arguments offered by all persons attending said last named hearing and desiring to be heard, report that the public good requires the building of the extension, branches, and additions upon the proposed routes fully set forth in the amendment allowed by the court as aforesaid, and hereto annexed as aforesaid, and not elsewhere.

HENRY M. PUTNEY,
J. G. BELLOWS,
EDWARD B. S. SANBORN,
Railroad Commissioners.

LAND DAMAGE IN RANDOLPH.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners:

Respectfully represents the Whitefield & Jefferson Railroad, a corporation duly established according to law, and having its principal place of business in Concord, N. H., that, for additional land for depot purposes at Randolph, N. H., it has located the land for said depot purposes at said Randolph, establishing at convenient distances, not exceeding one mile apart, permanent monuments easily ascertainable, and on December 3, 1898, returned and filed in the office of the secretary of state the location of land for said depot purposes.

The following is a description of the location of land for said depot purposes, at said Randolph, viz.:

Beginning at a point on the northerly side line of location of the Whitefield & Jefferson Railroad, and at the southeast corner

of land conveyed to said Whitefield & Jefferson Railroad by Charles E. Lowe and Charles E. Lowe, Jr., by deed dated December 9, 1897, and recorded in Coös county records, vol. 85, page 360; thence northerly on the easterly line of land conveyed by said Lowe to said railroad, said line being the westerly line of H. H. and A. L. Hunt's land, 57 feet to an iron bound at the northeast corner of land conveyed by said Lowe to said railroad; thence deflecting 75 degrees and 33 minutes to the right and running north 88 degrees and 15 minutes east, 330 feet to an iron bound on the northerly side of the highway leading by said Hunt's dwelling; thence southwesterly by said highway about 77 feet to the northerly line of location of said railroad; thence westerly by said northern line of location of said railroad about 273 feet to point of beginning, containing one third acre.

The above described land, so far as known, which it is proposed to take for said depot purposes, is the land of Hubbard H. Hunt of said Randolph.

For a more particular description of the above location and the lands described therein, reference may be had to the annexed plan which is made part hereof.

That on December 7, 1898, said Whitefield & Jefferson Railroad gave to the owner of the land thus taken for depot purposes, viz., Hubbard H. Hunt, a copy of said location.

That your petitioner, the Whitefield & Jefferson Railroad, has not been able to obtain a deed from said Hubbard H. Hunt of the land taken by said location for said depot purposes, and hereby respectfully applies to this board for the appraisal of the damages occasioned to said Hubbard H. Hunt, by taking his said land, as described in said location.

Wherefore, the Whitefield & Jefferson Railroad hereby prays that this board may appraise the damages to said owner.

BENJAMIN A. KIMBALL,

Director.

Duly authorized.

DECEMBER 26, 1898.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

JUNE 14, 1899.

Whereas, on June 13, 1899, at 4 o'clock in the afternoon, the time appointed for the hearing of the foregoing petition, the selectmen of said town of Randolph were present, at the time and place appointed, but the board of railroad commissioners had not reached

said place of hearing until 5.30 o'clock in the afternoon, at which time said selectmen had left; and, whereas, on June 14, 1899, at 8.30 o'clock in the forenoon, said board of railroad commissioners and said board of selectmen are all present at the place appointed for said hearing; and, whereas, it is desired by the petitioner, said Whitefield & Jefferson Railroad, and said landowner that the hearing upon said petition be now held, therefore it is hereby agreed by said railroad and said landowner that said hearing proceed and the matter of said petition be determined by said joint board as though heard at the time appointed in said petition, and all formalities as to time of hearing be and hereby are waived by said parties; reserving, however, all rights of appeal and other rights of said parties the same as though said petition had been heard and determined by said joint board at the time fixed in said petition.

WHITEFIELD & JEFFERSON RAILROAD.

By their attorney,

JOHN M. MITCHELL.

EUGENE H. HUNT.

H. H. HUNT.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

To the Town Clerk of Randolph, in the County of Coös and State of New Hampshire:

Notice having been duly given to H. H. Hunt, and all persons interested, and to the selectmen of said Randolph, of the time and place of hearing before the board of railroad commissioners and said selectmen as a joint board for the appraisal of damages occasioned to said H. H. Hunt by the location of the Whitefield & Jefferson Railroad over his land situated in said Randolph,

The said board of railroad commissioners and said selectmen having met agreeably to said notice and together constituting a joint board and agreeing, appraised the damages to said H. H. Hunt at one hundred and fifty dollars, and award that said sum to be paid to said H. H. Hunt by said Whitefield & Jefferson Railroad in satisfaction thereof. Said appraisal was made on the 14th day of June, 1899, and is certified to you by said board of railroad commissioners according to law.

H. M. PUTNEY,

J. G. BELLOWS,

EDWARD B. S. SANBORN,

New Hampshire Railroad Commissioners.

HAYDEN CROSSING IN BROOKLINE.

To the Honorable Board of Railroad Commissioners:

Respectfully represents Lizzie Hayden of Milford, in the county of Hillsborough, that she is the owner of a tract of land in the town of Brookline in said county, and has owned the same since the 20th day of July, 1898; that the said tract of land consists of, to wit, about 50 acres, and is divided by the Fitchburg Railroad Company, and that 42½ acres of her said land lies on the west side of said railroad and 7½ acres thereof on the east side of said railroad; that upon a portion of said land situated on the west side of said railroad there is a large and valuable stone quarry, which is suitable for marketing and of large value to said owner, providing suitable and convenient access to the same can be obtained with teams and other facilities for transporting the same; and that for the proper enjoyment of her said land there is need of a crossing over said railroad at grade, connecting the different sections of her said tract of land, and to obtain a convenient access to the aforesaid quarry for the purpose of manufacturing said stone.

Wherefore, she prays that she may be provided with a suitable crossing at grade over the aforesaid Fitchburg Railroad Company by the order of your honorable board, said railroad company having neglected and refused to provide said crossing upon the ground, as expressed, that they had no power to do so.

LIZZIE HAYDEN.

JANUARY 31, 1899.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, March 21, 1899.

In the matter of the petition of Lizzie Hayden, asking that she be provided with a farm crossing over the Fitchburg Railroad near her stone quarry, in the town of Brookline, due notice having been given and a hearing having been had in said Brookline upon Monday, March 20, 1899, when representatives of the petitioner and of the railroad were present, the board finds that the crossing as prayed for is necessary for the passage of teams to and from the petitioner's stone quarry, and for no other purpose.

It is therefore ordered that said Fitchburg Railroad provide such crossing while said quarry is being worked.

H. M. PUTNEY,
J. G. BELLOWS,
E. B. S. SANBORN,
Railroad Commissioners.

CROSSING PROTECTION AT PETERBOROUGH.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners:

Respectfully represents the Boston & Maine Railroad, a corporation duly existing by law, and now in the control and operation of the Peterborough & Hillsborough Railroad, a branch extending into and through a portion of the village of Peterborough, in this state.

The road of said Peterborough & Hillsborough Branch, in said Peterborough village, crosses a highway known as Main street.

At the meeting of said town of Peterborough, holden on November 8, 1898, there was passed a vote as follows:

Moved, that the proprietors of the Boston & Maine Railroad be required by the town to erect and maintain gates across the highway known as Main street, in the center village, in said Peterborough, by the sides of the railroad where it is crossed by their railroad.

That on November 23, 1898, or some time thereafter, your petitioner, the said Boston & Maine Railroad, received a copy of said vote.

The Boston & Maine Railroad hereby applies to the board of railroad commissioners for an examination of the crossing described in said vote, and a decision of the question whether the public good requires the action or change proposed, or any other action or change to be made.

Wherefore, the petitioner respectfully submits the foregoing for the consideration and order of the commissioners in the premises.

BOSTON & MAINE RAILROAD,

By its attorney,

JOHN M. MITCHELL.

JANUARY 13, 1899.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, July 3, 1899.

After due notice a hearing was had upon the foregoing petition of the Boston & Maine Railroad, appealing from the vote of the town of Peterborough at its town meeting, held November 8, 1898, requiring said railroad to erect and maintain gates at its grade crossing over Main street, in the center village in said Peterborough, at the town hall in said Peterborough, on the 28th day

of March, 1899, at 11 o'clock A. M. At said hearing said petitioner appeared by its counsel, John M. Mitchell, and the said town of Peterborough by its counsel, E. M. Smith, its board of selectmen, and many of its citizens. All of the evidence and arguments presented were fully heard and a view of the crossing and its surroundings was taken by the commissioners.

It appeared that the said village of Peterborough contains about 1,800 inhabitants and lies on both sides of the said Boston & Maine Railroad, about two thirds of its population being on the west side and one third on the east side of said railroad. Main street is the principal thoroughfare of the village, and crosses the railroad about fifteen or twenty rods north of the passenger station. At said station the Monadnock branch of the Fitchburg Railroad forms a junction with the Boston & Maine Railroad. The regular business of the Boston & Maine Railroad over said crossing is very light, there being but two passenger trains daily, and as these trains and all freight trains start from and stop at the station they pass the crossing at a low rate of speed. At certain hours of the day, however, mainly between 11.30 A. M. and 1.30 P. M., and 5.30 and 6.30 P. M., the track over the crossing is considerably used by the Boston & Maine Railroad, and also by the Fitchburg Railroad, by some arrangement with the Boston & Maine, for switching and the making up of trains. During these hours the travel up and down Main street and over the crossing is larger than at other hours of the day. No protection has been afforded at this crossing by the railroad, no accidents have happened there, and it is practically conceded by all interested that at this crossing a flagman will give fuller protection than gates.

Upon consideration, therefore, it is ordered that, within sixty days from the date hereof, the said Boston & Maine Railroad cause said crossing to be protected by a competent and faithful flagman between the hours of 11.30 A. M. and 1.30 P. M., and 5.30 and 6.30 P. M. of each week day, and cause a suitable flag house to be erected at said crossing for the use of the flagman, and that they confine the use of the crossing for switching and the making up of trains, so far as is practicable, to the hours in which the same is protected as aforesaid. No other or further protection is deemed necessary for the present.

By order of the board.

J. G. BELLOWES,

Clerk.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, August 15, 1899.

The order of the board, dated July 3, 1899, in regard to the protection of the Main-street crossing in Peterborough, is hereby modified by striking out the words, "and cause a suitable flag house to be erected at said crossing for the use of the flagman," so that the order will read:

Upon consideration, therefore, it is ordered that, within sixty days from the date hereof, the said Boston & Maine Railroad cause said crossing to be protected by a competent and faithful flagman between the hours of 11.30 A. M. and 1.30 P. M., and 5.30 and 6.30 P. M. of each week day, and that they confine the use of the crossing for switching and the making up of trains, so far as is practicable, to the hours in which the same is protected as aforesaid. No other or further protection is deemed necessary for the present.

By order of the board.

J. G. BELLOWS,
Clerk.

CROSSING PROTECTION AT BRADFORD.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners:

Respectfully represents the Boston & Maine Railroad, a corporation duly existing by law, and now in the control and operation of the Concord & Claremont Railroad, a branch extending into and through a portion of the village of Bradford, in this state.

The road of said Concord & Claremont branch, in said Bradford village, crosses a highway.

At the meeting of said town of Bradford, holden on March 14, 1899, there was passed a vote as follows:

Voted, That the authorities of the Boston & Maine Railroad be compelled to furnish a flagman to be stationed at the railroad crossing in Bradford village.

That on March 16, 1899, your petitioner received a copy of said vote.

The Boston & Maine Railroad hereby applies to the board of railroad commissioners for an examination of the crossing described in said vote, and a decision of the question whether the public good requires the action, or change, proposed, or any other action or change to be made.

Wherefore, the petitioner respectfully submits the foregoing for the consideration and order of the commissioners in the premises.

BOSTON & MAINE RAILROAD,
By its attorney,
JOHN M. MITCHELL.

MARCH 22, 1899.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, August 12, 1899.

In the matter of the petition of the Boston & Maine Railroad, asking for an examination of the crossing in the village of Bradford, upon the Concord & Claremont branch of said railroad, and a decision of the question whether the public good demands that a flagman be stationed at said crossing in accordance with a vote of the town of Bradford, passed March 14, 1899, or any other change be made, due notice having been given, an examination and hearing were had at the passenger station in Bradford, August 3, 1899, at which hearing and examination the town was represented by two of its selectmen and the railroad by its superintendent, W. R. Mooney, and by its attorney, Hon. John M. Mitchell, and all persons who appeared to offer testimony or suggestions were heard.

The village of Bradford, which contains about four hundred people, including fifty school children, is divided nearly in the middle by the railroad over which the main street passes at right angles. A siding parallels the main track over the street. There are five regular trains each way, two freights and three passenger, upon the railroad each day, and occasional extra freights are run in the night. The street is wide and the travel upon it is not heavy. About half the school children cross the track in going to and from school. The crossing is one of the safest in the state. The only permanent obstruction of the view from either approach is a store on the north side of the street, which is thirty-three feet from the main track. There are no trains in the early morning or evening. Most trains are stopped at the station a short distance below, and pass over the street very slowly.

The station agent, who has an assistant in the office, is generally upon the platform near the crossing when the trains are approaching and leaving and does all he can to prevent accidents.

The only accident upon this crossing during the twenty-eight years it has been in use was the killing of a horse by a hand car

in the fall of 1898, and the narrowest escapes were when a deaf man was several times successfully warned to keep off the track when a train was coming, when a lady who was driving in the street was stopped a few feet from the track, when a clergyman was nearly struck by a detached freight car that was slowly moving upon the siding while he was leisurely walking and looking in the opposite direction, and when a horse became frightened by a locomotive and turned in the street forty feet or more from the rails without doing any damage.

All these facts warrant the conclusion that no person who exercises such reasonable care and prudence as people are bound to exercise in the use of railway crossings will be injured upon this one, and our decision is that the public good does not demand that a flagman be stationed there.

It is suggested that most of the reasonable apprehension as to this crossing is due to the location of the whistling post, 127 rods to the north, behind a ledge, and in such position that sometimes the whistle is not heard, and to the custom of trainmen, who cut freight trains in two upon the siding in order to open the crossing, leaving on either side a section which obstructs the view of the main track from the east.

To remedy this the superintendent of the road has ordered a regulation whistle forty-seven rods nearer the crossing, and as a further precaution we suggest that brakemen be instructed to guard the passageway between sections of their trains that are cut in two over the crossing so far as it is practicable for them to do so.

Beyond this we do not find that any change is necessary.

H. M. PUTNEY,
J. G. BELLOWES,
E. B. S. SANBORN,

Railroad Commissioners of New Hampshire.

LACONIA STREET RAILROAD STOCK AND BONDS.

To Henry M. Putney, Josiah Bellowes, and E. B. S. Sanborn, Railroad Commissioners for the State of New Hampshire:

The undersigned respectfully represent that they are directors of the Laconia Street Railway; that said street railway purposes to extend its road from its present northerly terminus on Union avenue, so called, in Lakeport, so called; thence northerly in said avenue to the juncture of said avenue with Lake street; thence northerly on said Lake street to the junction of said Lake street with the new boulevard, so known and called; thence westerly and northerly on said boulevard to Endicott street, so called;

thence westerly on said Endicott street to Lakeside avenue, so called, and thence northerly on said Lakeside avenue to a point in the same nearly opposite the brickyards, so called, in said Laconia, a distance of about five miles, more or less; that the undersigned have petitioned the mayor and city council of the city of Laconia to lay out and locate the extension of said street railway over and upon the route above described, and to make their return thereof as the law directs; that the present floating indebtedness of said street railway is about twenty-five thousand dollars; that the authorized capital stock of said street railway, by its charter and the amendments thereof, is one hundred thousand dollars; that fifty thousand dollars of its capital stock has already been issued and fully paid in; that by the terms of its aforesaid charter it is authorized to issue one hundred thousand dollars of bonds; that in the judgment of the undersigned, in order to enable said street railway company to extend its line of road over the route above described, with suitable turnouts and side tracking, thoroughly equip the same to a large extent with new rolling stock, and pay all its aforesaid indebtedness, it will require an additional issue of fifty thousand dollars of its capital stock and one hundred thousand dollars of bonds.

Wherefore, the undersigned respectfully petition this honorable board of railroad commissioners for authority to issue its capital stock to the amount of fifty thousand dollars, making its entire issue of capital stock one hundred thousand dollars, and for authority to issue its bonds, secured by mortgage of its franchise and all its real and personal property, to the amount of one hundred thousand dollars, the proceeds of said stock and bonds to be issued for the purposes above specified, and for such further orders, directions, and restrictions in relation thereto as in the judgment of this board the public good may require.

HARRY L. PIERCE.
CHARLES T. FOSTER.
GEORGE H. COOKE.
ALBERT G. FOLSOM.
SAMUEL B. SMITH.
EDMUND LITTLE.

Dated at Laconia this 25th day of January, 1899.

STREET RAILWAY COMPANY.

STATEMENT OF CONDITION MARCH 1, 1899.

Assets.

Legal and engineering expenses during construction	\$1,744.95
Track and roadway construction	34,591.97

Overhead line construction	\$7,009.44
Land and buildings	18,626.29
Power station plant	3,248.17
Car bodies and trucks	14,669.72
Electric equipment	3,904.80
Sundry equipment	3,003.01
Two horses	150.00
Unexpired insurance	393.65
Harnesses	87.00
Office furniture	99.95
Cash and cash assets:	
Cash on hand	376.89
Supplies	1,101.66
Accounts receiveable	68.90
Superintendent's office cash	5.70
Total assets	\$89,082.10

Liabilities.

Capital stock	\$50,000.00
Notes payable	38,256.04
Profit and loss	826.06
Total liabilities	\$89,082.10

CHARLES T. FOSTER,
Treasurer.

STATE OF NEW HAMPSHIRE.

BELKNAP, ss.

Personally appeared Charles T. Foster, treasurer of the Laconia Street Railway, and made oath that the above statement is true to the best of his knowledge and belief.

Before me,
EDMUND LITTLE,
Justice of the Peace.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, April 6, 1899.

In the matter of the petition of the Laconia Street Railway, asking the approval of the board to the issue of stock and bonds as set forth in said petition:

Due and sufficient notice thereof having been given, a hearing was had upon said petition at Laconia, on the 27th day of March, 1899, at 1 o'clock in the afternoon, at which said hearing said

petitioning corporation appeared by its counsel and officers, and such evidence, statements, specifications, and arguments were presented as the parties desired, and all matters which the parties chose were fully set forth before the board.

It appearing to the board that said Laconia Street Railway Company has been duly chartered by the state to construct and equip an electric railway in the city of Laconia, and authorized to issue capital stock to the amount of one hundred thousand dollars and also to issue bonds to the same amount; that it has issued fifty thousand dollars of stock and constructed and is operating about three miles of railway; that in converting this railway into an electric it has incurred a floating indebtedness of about thirty-eight thousand dollars; that it proposes, and has taken the preliminary steps, to extend its road to the Weirs, a distance of about five and one fourth miles, which will cost, according to the estimates of Gilbert Hodges, civil engineer, including a proper equipment and power house, more than one hundred thousand dollars, which estimate is made a part of this order.

Now, therefore, upon consideration, it being deemed and voted by the board upon the facts submitted before them that the issue of fifty thousand dollars of capital stock and ninety-one thousand dollars of bonds is reasonably requisite for the payment of the debts of the corporation, the construction and equipment of said railway extension, and a power house, agreeably to the specifications and the estimates aforesaid:

It is ordered that the board approve the issue by said Laconia Street Railway, subject to the provisions of law under which the same is issued, of fifty thousand dollars of capital stock and ninety-one thousand dollars of bonds for the purposes aforesaid, and upon the conditions following:

1. For the payment of the present indebtedness, stock to the amount of \$20,000 and bonds to the amount of \$18,500.
2. For the construction of roadway and track, as described in said specifications, stock to the amount of \$10,000 and bonds to the amount of \$30,500.
3. For overhead construction, as described in said specifications, stock to the amount of \$3,000 and bonds to the amount of \$12,500.
4. For rolling stock, as described in said specifications, bonds to the amount of \$12,500.
5. For power house, as described in said specifications, stock to the amount of \$17,000 and bonds to the amount of \$17,000.

It is further ordered that said railway company open and keep accounts under the above headings, which will at all times show

clearly and exactly what amounts have been expended for the purposes above named; and it is made a condition of this approval of the issue of said stock and bonds that no more shall be issued for any of the purposes specified than is necessary at par value to pay the actual expense incurred for purposes aforesaid.

H. M. PUTNEY,

JOSIAH G. BELLOWES,

EDWARD B. S. SANBORN,

Railroad Commissioners of New Hampshire.

STREET RAILWAY CROSSING IN LACONIA.

To Henry M. Putney, Josiah Bellows, and E. B. S. Sanborn, Railroad Commissioners for the State of New Hampshire:

The undersigned respectfully represent that they are directors of the Laconia Street Railway and that they have petitioned the mayor and city council of the city of Laconia to lay out and extend said street railway from its northerly terminus on Union avenue, so called, in Lakeport, so called; thence northerly in said avenue to the junction of said avenue with Lake street, so called; thence northerly on said Lake street to the junction of said Lake street with the new boulevard, so known and called; thence westerly and northerly on said boulevard to Endicott street, so called; thence westerly and northerly on said Endicott street to Lakeside avenue, so called; thence northerly on said Lakeside avenue to a point near the brickyards, so called, in said Laconia; that the extension of said street railway over and upon the route above described crosses the Lake Shore Railroad track at grade at a point near Black brook, so called, in said Laconia.

Wherefore, the undersigned respectfully ask the consent, in writing, of this honorable board of railroad commissioners for authority for the Laconia Street Railway to lay its tracks across the track of the said Lake Shore Railroad, at grade, at a point in the same near Black brook, in Union avenue, so called, in said Laconia, and for such further orders, rules, and regulations in relation thereto as in the judgment of this board justice and the public good may require.

HARRY L. PIERCE.

CHARLES T. FOSTER.

GEORGE H. COOKE.

ALBERT G. FOLSOM.

A. J. PILLSBURY.

SAMUEL B. SMITH.

EDMUND LITTLE.

Dated at Laconia this 25th day of January, 1899.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, April 6, 1899.

In the matter of the petition of the Laconia Street Railroad, asking for permission to cross the tracks of the Boston & Maine Railroad, at grade, upon the Lake Shore branch near Black brook on Union avenue in Laconia, and the siding a short distance above, the board having given due notice of a hearing and heard all parties who appeared, hereby consents to the construction of the proposed crossing at grade, upon the following conditions, which are by agreement of the said Laconia Street Railroad and said Boston & Maine Railroad:

Said crossings shall be constructed and kept in repair by the Boston & Maine Railroad, at the expense of the Laconia Street Railroad, and all expense incurred hereafter for the protection of the crossings shall be borne by the Laconia Street Railroad, and the wires over said crossings shall be constructed and maintained at least twenty-one feet above the rails.

HENRY M. PUTNEY,
JOSIAH G. BELLOWS,
EDWARD B. S. SANBORN,

Railroad Commissioners of New Hampshire.

CROSSING IN DERRY.

To the Board of Railroad Commissioners:

The Boston & Maine Railroad, lessee of the Nashua & Rochester Railroad, represents that at the last annual town meeting of the town of Derry the following vote was passed:

Voted, To require the proprietors of the Boston & Maine Railroad to secure the crossings of the highways, the Turnpike, so called, and Palmer crossing, so called, by gates on both sides of the railroad.

That on the 5th day of February, 1899, a copy of said vote was received by the superintendent of said railroad, and the petitioner further represents that said crossings at the present time are and long have been adequately protected at that place. It therefore prays your honorable board to make an examination of said crossings, and for a decision of the question whether the public good requires the proposed change, or any other change to be made, and for such other and further relief as may be just.

BOSTON & MAINE RAILROAD,

By its attorney,
OLIVER E. BRANCH.

FEBRUARY 28, 1899.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, May 23, 1899.

In the matter of the petition of the Boston & Maine Railroad, appealing from a vote of the town of Derry, which required said railroad to erect and maintain gates on both sides of the Turnpike and Palmer crossings, on the Nashua & Rochester Railroad, in said town, and asking for an examination of the crossings and a decision whether the public good requires the proposed change, or any other change; due notice having been given, a hearing and examination was had on the 22d day of May, 1899, at which hearing the town was represented by its selectmen and attorney, and the railroad by one of its superintendents and counsel, and several citizens were present. But one man asked that the vote of the town be confirmed by the board, and he was not strenuous.

The crossings under consideration are upon two highways, about twenty-five rods apart, in a sparsely settled section of Derry. The volume of travel on the highways is comparatively light, and there are but two regular freight and two passenger trains each way daily and about three extra freights weekly upon the railroad between the hours of 7 A. M. and 6 P. M., and two freights about midnight.

Neither crossing is particularly dangerous. Except the killing of two stray cows, no accident has ever occurred upon either. There are a number of others in Derry, and several hundred in New Hampshire, where special protection is much more needed.

Both can be somewhat improved, the Turnpike, by changing a snow fence and cutting some bushes, and the Palmer, by removing an embankment and some bushes which are partially in the highway and partially within the railroad location. The selectmen of the town and the officials of the railway agree that these improvements shall be made, and when they are no person in the exercise of ordinary caution will be jeopardized while passing over the tracks upon either crossing, and no additional protection can reasonably be required.

H. M. PUTNEY,
J. G. BELLOWS,
E. B. S. SANBORN,
Railroad Commissioners.

STREET CAR VESTIBULES.

LETTER TO SUPERINTENDENTS.

CONCORD, May 29, 1899.

DEAR SIR,—An act of the legislature of New Hampshire, approved March 10, 1899, provides that the platforms of all cars used by street railway companies shall be inclosed so as to protect employees during such months and upon such streets and highways as the railroad commissioners shall direct, after a hearing by said board upon petition, or of their own motion and upon personal notice to the street railway companies interested.

With a view to an intelligent discharge of the duty imposed upon them by this act, the railroad commissioners will give a hearing to all persons interested, at the office of the chairman of the board, in Manchester, at 11 o'clock A. M., June 13, 1899, when they will consider any statements, arguments, or suggestions that may be offered concerning the use and character of vestibules and the localities and conditions which make them desirable upon street cars in this state.

J. G. BELLOWS,
Clerk.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, July 20, 1899.

[From the Pamphlet Laws of 1899.]

AN ACT to require Street Railway Companies to inclose the Platforms of Cars during certain Months of the Year.

Be it enacted by the Senate and House of Representatives in General Court convened:

SECTION 1. All cars used by any street railway company in the transportation of passengers shall have the platforms of such cars inclosed in such manner as the railroad commissioners direct, to protect the motormen, conductors, or other employees operating said cars from exposure to the inclemency of the weather during such months and upon such streets, highways, or routes as the railroad commissioners shall direct, after a hearing by said board upon petition or of their own motion, and upon personal notice to the street railway company or companies interested, and such further notice as said railroad commissioners may deem expedient and order.

And said board shall have authority to modify, change, and revise any orders by it made under this act from time to time,

after personal notice to the street railway company affected, giving it a chance to be heard, and such further notice as it may deem expedient.

SECT. 2. Any street railway company which fails or neglects to comply with such orders of the board of railroad commissioners shall be fined not more than fifty dollars (\$50) for each day during which such failure or neglect continues.

SECT. 3. The term "company," as used in this act, shall include any corporation, partnership, or person owning or operating a street railway.

SECT. 4. This act shall take effect June 1, 1899.

[Approved March 10, 1899.]

With a view to an intelligent discharge of the duties imposed upon it by this act the board has made such investigations as it could by public hearings in Manchester and Concord, to which all street railway managers and others interested were invited, by inquiry among motormen and conductors, and by correspondence with persons in other states, and having weighed all the information and opinions it has been able to obtain finds:

The electric vestibule is of comparatively recent origin, and is still in an experimental stage as regards patterns and methods of construction. The objections to it are that it obstructs, somewhat, the view of motormen and conductors, thereby increasing the liability to accidents, and that its doors interfere with the free and safe ingress and egress of passengers, and these objections have been held to outweigh its advantages in cities of more than 55,000 population, where the streets are protected from the wind by high buildings and the volume of traffic is so large as to require frequent stops and almost constant use of platforms and doors.

That it is not much needed upon lines in cities where the trips are very short and car men and passengers are exposed to the elements but a few minutes at a time is obvious.

It is admitted that in outlying and sparsely settled districts vestibules not only protect car men from the inclemency of the weather, but conduce to the comfort of passengers without putting any one in jeopardy, or to serious inconvenience, and no instance can be learned where, when once adopted, they have been discarded.

In New Hampshire all closed cars in use upon the Springfield, Chester & Derry, Exeter, Hampton & Amesbury, and Portsmouth roads, and upon the Penacook lines in Concord, and the Hudson and Lowell lines in Nashua, which reach into country districts, have been provided with vestibules, and the testimony of man-

agers and car men who have had experience with them is unanimous in their favor.

In Massachusetts they are required by law upon all new cars for use in cities having 55,000 population or more, and similar legislation has been obtained in several other states.

That they will, in the near future, be deemed to be necessary upon all winter cars in cities of less than 75,000 people, and in all towns, we think is certain.

The question which presents itself to us is whether they shall be had at once in this state, or secured gradually as cars are repaired, replaced, or multiplied.

The evident purpose of the legislature in passing the act quoted was to require them, wherever they are needed, and as all our lines of any considerable length extend into suburban and country districts, where this protection is as desirable as upon those on which it is conceded to be necessary, and has already been provided by the voluntary act of the managers, we are unable to find good reason for exempting any of them.

It is, therefore, ordered that all closed electric passenger cars run regularly in this state in the months of December, January, February, and March, except those used in cities upon lines so short that the schedule time of round trips does not exceed fifteen minutes, shall be provided with vestibules of patterns approved by the railroad commission, it being understood that this requirement does not apply to cars used only on special occasions or in emergencies, or to take the place temporarily of those that are being repaired.

H. M. PUTNEY,
J. G. BELLOWES,
E. B. S. SANBORN,

Railroad Commissioners of New Hampshire.

EXETER, HAMPTON & AMESBURY STOCK AND BONDS.

To the Honorable Board of Railroad Commissioners of the State of New Hampshire:

The Exeter, Hampton & Amesbury Street Railway Company, a corporation duly established, respectfully represents that it was authorized by an act of the legislature of said state, approved February 15, 1899, to acquire by contract all the property, assets, and franchises of the Exeter Street Railway Company, a corporation duly incorporated by an act of the legislature approved August 7, 1889; all the property, assets, and franchises of the

Hampton & Amesbury Street Railway Company, a corporation duly organized in accordance with the provisions of the public laws of the state, the certificate issued by the secretary of state, bearing date June 13, 1898; and all the property, assets, and franchises of the Rockingham Electric Company (except the franchise to do a telephone and telegraph business), a corporation duly organized under the general laws of the state, the articles of incorporation having been filed with the secretary of state March 19, 1897, upon such terms as might be agreed upon by said corporations.

That by said act approved February 15, 1899, said Exeter Street Railway Company, the Hampton & Amesbury Street Railway Company, and the Rockingham Electric Company were authorized and empowered to transfer and convey by contract all their aforesaid property, assets, and franchises to said Exeter, Hampton & Amesbury Street Railway Company, upon such terms as might be agreed upon by said corporations.

It was further provided by said act that the capital stock of said Exeter, Hampton & Amesbury Street Railway Company should not exceed two hundred and fifty thousand dollars (\$250,000), to be divided into shares of one hundred dollars (\$100) each; that said capital stock should be issued to such amount as might be approved by the board of railroad commissioners and subject to, and in accordance with, the provisions of section 17, chapter 27, of the Laws of 1895, and all amendments thereto, and that said corporation might from time to time issue coupon or registered bonds to provide means for construction and equipment, and for funding so much of the floating debt as may have been incurred for construction, or for the purchase of such real or personal estate as may have been necessary or convenient for the operation of its road or plant, or for the purpose of refunding its funded debt or that of the companies authorized to be united under said act, or to provide means for building and equipping branches or extensions or additions to its plant to such amount and upon such terms as might be approved by the board of railroad commissioners, and subject to, and in accordance with, the provisions of section 17, chapter 27 of the Laws of 1895, and all amendments thereto.

That the title of said act and the purpose thereof was "to unite the Exeter Street Railway Company, the Hampton & Amesbury Street Railway Company, and the Rockingham Electric Company into one corporation, to be known as the Exeter, Hampton & Amesbury Street Railway Company."

That the stockholders of said Exeter Street Railway Company, said Hampton & Amesbury Street Railway Company, and said

Rockingham Electric Company, at meetings of said stockholders duly and legally held on the 20th day of May, 1899, voted to transfer and convey by contract all the property, assets, and franchises of each of said corporations to said Exeter, Hampton & Amesbury Street Railway Company, as authorized by the aforesaid act, for such portion of the capital stock of the Exeter, Hampton & Amesbury Street Railway Company, as said street railway company should be authorized to issue in payment therefor by the board of railroad commissioners, all the debts of said respective corporations to be assumed by said Exeter, Hampton & Amesbury Street Railway Company, and the president and treasurer of each of said corporations were authorized and instructed to execute all contracts, agreements, transfers, and conveyances necessary to carry into effect the provisions of said vote.

That on said May 20, 1899, said Exeter, Hampton & Amesbury Street Railway Company, at a meeting of the members of said corporation, duly and legally held, passed the following votes:

"That the capital stock of this company be fixed at 2,250 shares of the par value of \$100 each, subject to the approval of the board of railroad commissioners as to the whole or any portion of said issue."

"That this corporation acquire by contract all the property, assets, and franchises of the Exeter Street Railway Company, the Hampton & Amesbury Street Railway Company, and the Rockingham Electric Company, paying therefor as many shares of the capital stock of this corporation at par as may be authorized by the board of railroad commissioners for such purpose; and this corporation is authorized to assume and pay the present indebtedness of the said Exeter Street Railway Company, the Hampton & Amesbury Street Railway Company, and the Rockingham Electric Company, including the expense of winding up the business and dissolving said corporations, which indebtedness shall include all bonds heretofore issued by either of the aforesaid corporations; and the president and treasurer of this corporation be, and they hereby are, authorized to make and execute all contracts or agreements, and to do all necessary things to carry into effect the foregoing vote, and they are authorized to issue to the respective stockholders in the aforesaid corporations a certificate or certificates of shares, including fractional scrip, if necessary, of the capital stock of this corporation, so that each stockholder shall receive such portion of the amount paid for the property of said corporation as the stock held by him in such corporation bears to the total amount of the capital stock of such corporation."

"Said president and treasurer are also authorized and instructed to use such portion of the bonds, or the proceeds thereof, as may be issued by this corporation with the approval of the railroad commissioners, as may be necessary to take up and retire the bonds heretofore issued, and now outstanding, of the Exeter Street Railway Company, and procure a discharge of the mortgage securing the same, and to do any acts necessary or proper in connection therewith, and to pay out of said bonds or the proceeds thereof all floating indebtedness of said Exeter Street Railway Company, said Hampton & Amesbury Street Railway Company, and said Rockingham Electric Company that may be existing at the date of the transfer of the property of said corporations."

"That the president and treasurer be, and they hereby are, authorized to execute and issue in the name of, and in behalf of, this corporation the first mortgage bonds of this corporation to the amount of \$225,000 in the aggregate, each bearing date the 1st day of June, 1899, and payable on the 1st day of June, 1919, in gold coin of the United States, of the present standard of weight and fineness, each for the sum of \$1,000, and numbered consecutively from one to two hundred and twenty-five, inclusive, each bearing interest at the rate of five per cent per annum, payable semi-annually, on the 1st day of June and of December of each year, in like gold coin, upon presentation of the coupons therefor attached to said bonds as they severally become due, at the office of the American Loan & Trust Company in the city of Boston, both principal and interest payable to bearer, or the principal, in case of registration, to the registered holder thereof. And the president and treasurer are hereby authorized to use the said bonds, or the proceeds thereof, for such purposes as shall be approved by the board of railroad commissioners."

That at a meeting of the directors of said Exeter, Hampton & Amesbury Street Railway Company, duly and legally held on said May 20, 1899, a copy of the votes passed by said stockholders was adopted and approved.

Wherefore, said Exeter, Hampton & Amesbury Street Railway Company respectfully asks for a hearing upon the question of issuing capital stock and bonds by said corporation to the amounts and in the manner set forth and specified in the foregoing votes, and that your honorable board may approve the issue thereof for the purpose aforesaid.

THE EXETER, HAMPTON & AMESBURY STREET RAILWAY COMPANY,

By SARGENT & NILES,

Counsel.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, July 24, 1899.

After due notice, a hearing was had at the Whittier House, in said Hampton, on the 29th day of June, 1899, at 11 o'clock A. M., upon the foregoing petition of the Exeter, Hampton & Amesbury Street Railway Company, asking leave to issue capital stock and bonds to such amounts as the board may approve for the purpose of carrying out the provisions of an act of the legislature of New Hampshire, approved February 15, 1899, a copy of which is as follows:

STATE OF NEW HAMPSHIRE.

IN THE YEAR OF OUR LORD ONE THOUSAND EIGHT HUNDRED AND NINETY-NINE.

AN ACT to unite the Exeter Street Railway Company, the Hampton & Amesbury Street Railway Company, and the Rockingham Electric Company into one Corporation, to be known as the Exeter, Hampton & Amesbury Street Railway Company.

Be it enacted by the Senate and House of Representatives in General Court convened:

SECTION 1. That William H. C. Follansby, Stephen H. Gale, Albert S. Wetherell, Albert E. McReel, William Burlingame, Eben Folsom, John Templeton, Rufus N. Elwell, Otis H. Whittier, Warren Brown, Wallace D. Lovell, Edward R. Hastings, George A. Wentworth, William Lee, and Charles E. Hollander are hereby made a body politic and corporate, by the name of the Exeter, Hampton & Amesbury Street Railway Company, and by that name may sue and be sued, prosecute and defend to final judgment and execution, and shall be and hereby are invested with all the powers and privileges, and made subject to all the liabilities under the laws of this state, which are applicable to said corporation.

SECT. 2. Said corporation is hereby authorized, at any time within two years from the date of the passage of this act, to acquire by contract all the property, assets, and franchises of the Exeter Street Railway Company, a corporation duly incorporated by an act of the legislature approved August 7, 1889, and all the property, assets, and franchises of the Hampton & Amesbury Street Railway Company, a corporation duly organized in accordance with the provisions of the public laws of the state, the cer-

tificate issued by the secretary of state, bearing date June 13, 1898, upon such terms as may be agreed upon by said Exeter, Hampton & Amesbury Street Railway Company, said Exeter Street Railway Company, and said Hampton & Amesbury Street Railway Company, and upon execution of such contract, said Exeter, Hampton & Amesbury Street Railway Company shall have and enjoy all the franchises, rights, and powers of the said Exeter Street Railway Company and said Hampton & Amesbury Street Railway Company, together with the same rights of extension and franchises, rights, and powers in relation thereto necessary and convenient for the maintenance and operation of said railroad, subject, nevertheless, to any limitations in the respective charters, and to all provisions in the statutes applicable thereto, not inconsistent with this act.

Said Exeter, Hampton & Amesbury Street Railway Company is also hereby authorized, at any time within two years from the date of the passage of this act, to acquire by contract all the property, assets, and franchises, except as herein limited, of the Rockingham Electric Company, a corporation duly organized under the general laws of the state, the articles of incorporation having been filed with the secretary of state, March 19, 1897, upon such terms as may be agreed upon by said Exeter, Hampton & Amesbury Street Railway Company and said Rockingham Electric Company, and upon execution of such contract said Exeter, Hampton & Amesbury Street Railway Company shall have and enjoy all the franchises, rights, and powers of the said Rockingham Electric Company so far as they relate to supplying electricity for light, power, heat, and other purposes, subject, nevertheless, to any limitations in the charter and to all provisions in the statutes applicable thereto, not inconsistent with this act, it being the intent of this act to authorize the said Exeter Street Railway Company and said Hampton & Amesbury Street Railway Company and said Rockingham Electric Company to unite the property, assets, and franchises of said corporations into the corporation created by this act, to be known as the Exeter, Hampton & Amesbury Street Railway Company.

SECT. 3. The said Exeter Street Railway Company, the Hampton & Amesbury Street Railway Company, and the Rockingham Electric Company are hereby authorized and empowered to transfer and convey by contract all the property, assets, and franchises of said corporations to said Exeter, Hampton & Amesbury Street Railway Company, upon such terms as may be agreed upon by said corporations, and as will enable said Exeter, Hampton & Amesbury Street Railway Company to maintain and operate the street railways and electric lighting plant now owned and oper-

ated by said corporations, and all extensions thereof, and to use and exercise all the franchises and powers thereof as fully and completely as the said corporations may now or in any case could if no contract was made except as the franchises and powers authorized to be transferred and conveyed by the Rockingham Electric Company are limited by section 2 of this act.

SECT. 4. Said Exeter, Hampton & Amesbury Street Railway Company is hereby authorized and empowered to establish, manage, and carry on in the towns of Exeter, Hampton, Hampton Falls, and Seabrook the business of generating, manufacturing, producing, and supplying electricity for purposes of light, heat, and supplying power, distributing, conveying, and supplying the said electricity by metallic wires, or by any other suitable means of transmitting the same upon poles erected or in subterranean tubes, pipes, or boxes placed in the public streets, highways, or sewers and other places, to build suitable buildings, boilers, engines, electrical machines, and works as may be needed and convenient for conducting the business hereby authorized, and may lease, purchase, hold, and acquire such real and personal estate as may be necessary in carrying out the purposes for which said corporation is organized.

SECT. 5. The capital stock of said corporation shall not exceed two hundred and fifty thousand dollars, to be divided into shares of \$100 each, except that said corporation may increase its capital stock, subject to the general laws applicable to such increase.

Said capital stock shall be issued to such amount as may be approved by the board of railroad commissioners, and subject to and in accordance with the provisions of section 17, chapter 27 of the Laws of 1895, and all amendments thereto.

Said corporation may from time to time issue coupon or registered bonds to provide means for construction and equipment, and for funding so much of the floating debt as may have been incurred for construction, or for the purchase of such real or personal estate as may have been necessary or convenient for the operation of its road or plant, or for the purpose of refunding its funded debt, or that of any of the companies authorized to be united under this act, or renewing or retiring the funded debt of any of the companies authorized to be united under this act, or to provide means for building and equipping branches or extensions or additions to its plant, to such amount and upon such terms as may be approved by the board of railroad commissioners, and subject to and in accordance with the provisions of section 17, chapter 27 of the Laws of 1895, and all amendments thereto. To secure the payment of such bonds, with interest thereon, said

corporation may make a mortgage or mortgages of its road and franchises and any part of its other property, and may include in any such mortgage property thereafter to be acquired.

SECT. 6. Said corporation may make such by-laws as may be required, not inconsistent with the laws of the state, and may fix the time and place for holding the annual meeting.

SECT. 7. Any seven of the persons named as grantees may call the first meeting by publishing notice thereof in any newspaper printed in said Exeter, at least two weeks prior to the time of said meeting, at which meeting, or any adjournment thereof, by-laws may be adopted and directors chosen, who shall hold office until the first annual meeting thereafter, or until their successors are chosen at a meeting of the stockholders legally called.

SECT. 8. The legislature may alter, amend, or repeal this act whenever in its opinion the public good may require, and this act shall take effect on its passage.

The Exeter, Hampton & Amesbury Street Railway Company, the Exeter Street Railway Company, the Hampton & Amesbury Street Railway Company, and the Rockingham Electric Company appeared at said hearing by their counsel, Harry G. Sargent, and their proper officials and no one appeared in opposition to the petition.

All evidence and arguments presented were fully heard and considered and a careful examination was made of the properties of said companies and of their liabilities, a valuation or appraisal of all of the properties of the several companies, made with care and detail by Gilbert Hodges of Boston, a consulting engineer of much skill and experience, was filed with the board, and also a statement made by W. D. Lovell, general manager of all the companies aforesaid, of certain additional items not considered by said Hodges, which it is claimed would be necessary to successfully carry out the consolidation of said companies agreeably to the provisions of said act. Said valuation of said Hodges, marked 6, and said statement of said Lovell, marked 6, are hereto annexed and made part of this order, although not printed herewith.

It appeared that said Exeter, Hampton & Amesbury Street Railway, said Exeter Street Railway, said Hampton & Amesbury Street Railway, and said Rockingham Electric Company are all owned and managed by the same parties, and that the said Exeter, Hampton & Amesbury Street Railway has been duly organized agreeably to the terms of its charter, being the act aforesaid, and has acquired by contract all of the properties, assets, and franchises of the Exeter Street Railway, the Hampton & Amesbury Street Railway, and the Rockingham Electric Company aforesaid for such amount of its capital stock and bonds as shall be approved and allowed by the board.

The board is of the opinion that for the purposes of the consolidation contemplated by said act that the properties to be taken by the Exeter, Hampton & Amesbury Street Railway should be taken at their fair valuation today, irrespective of actual cost, and this they find to be according to Mr. Hodges's valuation, which the board adopts:

Exeter Street Railway	\$222,379.56
Hampton & Amesbury Street Railway	52,365.77
Rockingham Electric Company	29,026.42
They are also of the opinion that there should be added to this for extensions, additional rolling stock, extending and changing power station, etc., as per Mr. Hodges's estimate	
	110,005.52
For items claimed by Mr. Lovell, car barn, freight and connecting track, setting up car trucks and motors, painting poles, 1,800 feet track, right of way Hampton & Amesbury Railway, additional cost of casino and building bath houses	
	9,250.83
Added by board for discount and contingencies	4,971.90
Making a total of	
	\$428,000.00

Therefore, it being deemed and voted by the board that the sum of four hundred and twenty-eight thousand dollars is reasonably requisite for the carrying out of the purposes set forth in the petition and the act aforesaid, it is ordered that the board authorize the issue by said Exeter Street Railway Company of two hundred and twenty-five thousand dollars of capital stock divided into 2,250 shares of par value of \$100 each, and two hundred and three thousand dollars of first mortgage bonds, in denominations of not less than \$100 each, upon the conditions and for the purposes following:

1. Said bonds shall be secured by first mortgage of all the properties and franchises of the several corporations said Exeter, Hampton & Amesbury Railway consolidates into itself, and which it will own after such consolidation, free from all debts, claims, liens, or other obligations.
2. All of said \$225,000 of capital stock and all of said \$203,000 of first mortgage bonds hereby authorized may be used by the petitioner for the purpose of acquiring at the valuations fixed by the board aforesaid, under the provisions of said act, all of the properties and franchises of the said Exeter Street Railway, the Hampton & Amesbury Street Railway, and the Rockingham Electric Company for the payment of the extensions, rolling stock, changing power station, etc., provided for by Mr. Hodges's valuation.

ation, for the payment of the items allowed by Mr. Lovell's statement aforesaid, and for the payment for the discount and contingencies allowed by the board as aforesaid.

3. None of the stock or bonds hereby authorized shall be sold or issued until all of the stocks and bonds outstanding of said Exeter Street Railway, Hampton & Amesbury Street Railway, and said Rockingham Street Railway have been transferred and surrendered to said Exeter, Hampton & Amesbury Street Railway for cancellation, and no more stock or bonds shall be sold or issued than is necessary at par value to carry out the purposes of the preceding paragraph.

4. The payments heretofore provided are to be in full for the purchase of the properties and franchises of the Exeter Street Railway, the Hampton & Amesbury Street Railway, and the Rockingham Electric Company, free from all debt, dues, or demands incurred by them or either of them, and it is recommended that as soon as practicable after the consolidation, that these companies be dissolved by proper proceedings in court.

5. The said Exeter, Hampton & Amesbury Street Railway Company is ordered to open and keep books of account, showing clearly and exactly the disposition of and amounts obtained for the stock and bonds issued by virtue of this order.

By order of the board.

J. G. BELLows,
Clerk.

GRADE CROSSING IN CONCORD.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners for the State of New Hampshire:

The board of mayor and aldermen for the city of Concord have voted to lay out a new highway in said Concord, and have actually laid out the same, viz.: Beginning at a stake at the highway near Farnum's block, so called, in ward 3, thence extending westerly one hundred feet to a stake; that said highway crosses the track of the Concord & Claremont Railroad at grade.

Wherefore, said city prays for the consent of said board in writing for the right to cross said railroad track at grade, agreeably to the statute in such case made and provided.

CITY OF CONCORD, N. H.,

By NATHANIEL MARTIN,
Mayor.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, September 11, 1899.

A hearing having been had upon the foregoing petition at the office of the board, in said Concord, on the 15th day of August, 1899, at 11 o'clock A. M., and the said city appearing by its mayor, and the said railroad by John M. Mitchell, Esq., its counsel, and no objection being made, and a view of the proposed crossing having been taken, the board consents to the crossing of said railroad by said highway at grade, as prayed for in said petition.

By order of the board.

J. G. BELLOWES,
Clerk.

LACONIA STREET RAILWAY DISCONTINUANCE.

To Henry M. Putney, Josiah G. Bellows, and E. B. S. Sanborn, Railroad Commissioners of the State of New Hampshire:

We, the undersigned, directors of the Laconia Street Railway, respectfully represent that said street railway, from a point on Union avenue near the residence of the late Samuel C. Clark, in said Laconia, thence northerly to the terminus of said railway at Weirs, so called, in said Laconia, cannot be operated without great loss to the company, on and after October 1 to the 1st of May following.

Wherefore, said directors apply to and petition said board of railroad commissioners to authorize them to discontinue the operation of that part of said street railway, beginning at a point opposite the dwelling of the late Samuel C. Clark, in Laconia, thence extending northward to its terminus at Weirs, so called, from and after the 1st day of October, 1899, until the 1st day of May, 1900.

C. F. STONE,
SAMUEL B. SMITH,
EDMUND LITTLE,
ALBERT G. FOLSOM,
Directors.

Dated at Laconia this 9th day of September, 1899.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, September 25, 1899.

A hearing was had, after due notice, upon the foregoing petition of the directors of the Laconia Street Railway, asking for leave

to discontinue the operation of that part of their railway from a point on Union avenue near the residence of the late Samuel C. Clark, in said Laconia, thence northerly to the terminus of said Railway at Weirs, so called, from October 1, 1899, to May 1, 1900, as the same cannot be operated without great loss, at the railroad passenger station at Lakeport, in said Laconia, on the 25th day of September, A. D. 1899, at 12 o'clock M.

At said hearing the said railway appeared by several members of its board of directors, and no one appeared in opposition to the prayer of the petition. All the evidence and arguments offered were heard, and an inspection of said railway was made, and on due consideration it is ordered that permission be granted to discontinue the operation of that portion of said railway above described from and after October 1, 1899, until May 1, 1900, as same cannot be operated without considerable loss.

By order of the board.

J. G. BELLOWES,

Clerk.

TROY RAILROAD LAND DAMAGE.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners:

Respectfully represents the Troy Granite Railway, a corporation duly established according to law, and having its principal place of business in Troy, New Hampshire, that it has located the land necessary for its track in the use and operation of its railroad, and on the 8th day of November, 1899, returned to and filed in the office of the secretary of state said location.

The following is a description of said location:

Beginning at a point in the intersection of the east line of the location of the Cheshire Railroad Company (now Fitchburg Railroad Company) with Water street, in the town of Troy in the county of Cheshire; thence northeasterly through said Water street, two hundred (200) feet, to a stake; thence northeasterly through said street and crossing the Keene turnpike, three hundred (300) feet, to a stake; thence in the same direction, crossing the pond, one hundred (100) feet, to a stake in the line of land of Charles W. Whitney; thence in the same direction, crossing said Whitney's land, about twenty-seven (27) feet, to a stake in the line of land of Charles D. Farrar; thence easterly, crossing said Farrar's land, two hundred forty-seven (247) feet, to a stake in the line of land of Congregational society; thence easterly, crossing said society's land, sixty feet, to a stake in the line of land

of the Troy Blanket Mills; thence southeasterly, crossing said Blanket Mills land; one hundred eighty-two (182) feet, to a stake in the line of the Jaffrey road; thence southeasterly, crossing said road, to a stake in the line of land of Arvilla Gates; thence southeasterly, crossing said Gates's land and land of Hiram Hutt, one hundred and eighteen (118) feet, to a stake in the line of other land of said Gates; thence southeasterly, crossing said Gates's land, one hundred twelve (112) feet, to a stake in the north line of Granite street; thence easterly through said Granite street, seven hundred eighty (780) feet, to land of the Troy Granite Company.

The line above described is the center line of said location, and said location is twenty (20) feet in width.

The quantity of land of each owner proposed to be taken is as follows:

Charles W. Whitney, 59.4 square feet; Charles D. Farrar, 1,948 square feet; Congregational society, 1,200 square feet; Troy Blanket Mills, 3,840 square feet; Arvilla Gates, 1,674 square feet; Hiram Hutt, 239 square feet; Arvilla Gates, 7,898 square feet.

For a more particular description of the above location of the lands described therein, reference may be had to the plan filed with said location in the office of the secretary of state. That your petitioner, the Troy Granite Railway, has not been able to obtain deeds from said Charles D. Farrar, and from said Congregational society, and said Troy Blanket Mills of the land taken by said location, and hereby respectfully applies to this board for the appraisal of the damages occasioned to said Farrar, said Congregational society, and said Troy Blanket Mills, by taking their said lands respectively as described in said location.

TROY GRANITE RAILWAY,

By C. W. NORCROSS,

President.

We hereby accept due and legal service of the within petition and order thereon.

O. C. MASON,

A. A. CLARK,

A. G. LAWRENCE,

Selectmen of Troy.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

To the Honorable Secretary of State:

Due notice having been given to the several parties interested, and to the selectmen of the town of Troy, in the county of Cheshire, of the time and place of hearing upon the foregoing petition of the Troy Granite Railway, asking for the appraisal of damages occasioned to owners of land in said Troy by the location of said railway, and upon the return day of said petition the board of railroad commissioners met at the time and place appointed and, in connection with the selectmen of Troy as a joint board for the appraisal of damages, and all of said commissioners and all of said selectmen being present, and together constituting a joint board for the appraisal of such damages in said Troy, made examination of said land, and heard all parties present and desiring to be heard before them, and said joint board agreeing, award damages to said owners of said land in said Troy, to be paid by said petitioner as follows: To Charles D. Farrar, the sum of two hundred and fifty dollars; to the Congregational society, the sum of fifty dollars.

HENRY M. PUTNEY,
JOSIAH G. BELLOWS,
EDWARD B. S. SANBORN,

Railroad Commissioners of New Hampshire.

ORA C. MASON,
ALVA S. CLARK,
A. G. LAWRENCE,

Selectmen of Troy.

Dated at said Troy December 15, 1899.

A similar report was filed with the town clerk of Troy, as required by law.

TROY RAILROAD STOCK AND BONDS.

STATE OF NEW HAMPSHIRE.

To the Railroad Commissioners:

The Troy Granite Railway, a corporation duly established in accordance with law, respectfully represents that the amount of its capital stock fixed by its charter is fifteen thousand (\$15,000) dollars; that the whole of said sum will be necessarily expended in building and equipping its road and rendering it ready for operation.

Wherefore, it prays that it may be authorized by an order of your board to issue its stock to the full amount of fifteen thousand dollars.

TROY GRANITE RAILWAY,

By C. W. NORCROSS,

A. O. KNIGHT,

E. E. JOHNSON,

Directors.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 18, 1899.

In the matter of the petition of the Troy Granite Railway, asking the approval of the board to the issue of capital stock to the amount of \$15,000 for the building and equipping of its road and rendering it ready for operation, due and sufficient notice thereof having been given, a hearing was had on said petition at the passenger station of the Fitchburg Railroad, in the town of Troy, in the county of Cheshire, on the fifteenth day of December instant, at 11 o'clock in the forenoon, at which said hearing the said Troy Granite Railway appeared by its counsel, Messrs. Batchelder & Faulkner, and such evidence, arguments, statements, and estimates as were presented were fully heard and considered.

It appearing that said Troy Granite Railway had been duly chartered and organized according to law, and had duly located upon its route in the town of Troy aforesaid, and is by the terms of its charter allowed to issue capital stock to the amount of \$15,000, and that the issue of that amount of stock will be necessary for the proper building and equipping of its road and rendering it ready for operation, and it being deemed and voted by the board upon proper consideration of the facts submitted before, that the issue of \$15,000 of capital stock is reasonably requisite for the proper building and equipping of its road and rendering it ready for operation,

It is ordered that the board approve the issue by said Troy Granite Railway, subject to the provisions of law under which the same is issued, of \$15,000 of capital stock for the purposes aforesaid, in the manner and upon the conditions following: That no more shall be issued than is necessary at par value to pay the actual expense incurred for the purposes for which the issue is authorized, and that said railway shall open and keep books of account which will at all times exactly and clearly show what amounts have been expended for the purposes above named.

HENRY M. PUTNEY,

JOSIAH G. BELLOWS,

E. B. S. SANBORN,

Railroad Commissioners of New Hampshire.

GRADE CROSSINGS IN KEENE.

To the Honorable Board of Railroad Commissioners for the State of New Hampshire:

Respectfully represents the Keene Electric Railway Company that, in laying its tracks and operating its road, it is necessary for it to cross over the tracks of the Boston & Maine Railroad and the tracks of the Fitchburg Railroad on Main street in the city of Keene, and the tracks of said Fitchburg Railroad at South Keene in said city.

It therefore respectfully requests your honorable board to consent, in writing, to its crossing the tracks of said railroads on said street and at said South Keene, at grade, and to make such orders, rules, and regulations for the protection of all persons from injury at said crossings as you may deem sufficient and necessary.

KEENE ELECTRIC RAILWAY CO.,

By ELISHA F. LANE,

HIRAM BLAKE,

FRANCIS C. FAULKNER,

CHARLES H. HERSEY,

C. J. WOODWARD,

Directors.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, May 8, 1899.

Upon consideration of the foregoing petition of the Keene Electric Railway Company, asking for permission to cross at grade with its tracks the tracks of the Boston & Maine Railroad and the Fitchburg Railroad Company on Main street in the city of Keene, and the tracks of the said Fitchburg Railroad at South Keene, in said Keene, and after due notice, a hearing having been had at the grand jury room in said Keene, on the 21st day of April, 1899, at 12 o'clock M., at which said hearing said electric railway appearing by Charles H. Hersey, its counsel, said Boston & Maine Railroad by John M. Mitchell, its counsel, and the city of Keene by its mayor, all evidence and arguments presented were fully heard and an examination of said proposed grade crossings was made by the board.

It appeared that at the proposed crossing on Main street the street is crossed at grade by three tracks of the said Fitchburg Railroad, two of them passing through its passenger station and used for passenger as well as freight business, and one just south of the station used for freight work only; that about one hundred

feet south of said freight track said street is also crossed at grade by a track of said Boston & Maine Railroad, used only for freight business; that the three tracks of the Fitchburg are now protected by a flagman from 6.30 A. M. to 6.30 P. M., employed and paid by said Fitchburg Railroad, but this flagman is not charged with any duty in regard to the Boston & Maine track, excepting that he is instructed to co-operate with the employee always detailed by the Boston & Maine to walk in front of each freight train when crossing the street, to act as flagman in preventing teams and foot passengers from crossing the Fitchburg tracks when the Boston & Maine track is occupied by passing trains. Main street is the principal street of the city of Keene and is much traveled, but so efficient has been the work of the Fitchburg flagman that accidents at this crossing have been extremely rare, and none have been attended with fatal results, and the citizens of the city seem greatly averse to the putting in of gates because they would obstruct and disfigure the wide and beautiful street.

Three tracks of the Fitchburg Railroad cross the highway at South Keene, at the proposed grade crossing there, but all run from a spur track running from South Keene station to certain manufacturing establishments and are very infrequently used. This crossing never had, and does not seem to require, protection, even if used by the electric railway, other than that the law requires all electric railways to furnish at all grade crossings of steam railroads.

Consent is given to the crossing at grade of the tracks of the Fitchburg and Boston & Maine on Main street in said Keene, by said electric railway, and also to said railway crossing at grade the tracks of the Fitchburg at said South Keene, upon the following conditions:

1. That the crossings shall be constructed and kept in repair at the expense of said electric railway by the Fitchburg and Boston & Maine Railroads, over their respective tracks, and to the satisfaction of the board.
2. That the wires over said crossings shall be placed and kept at least twenty-one feet above the top of the rails of said railroad tracks, and that no poles shall be placed between the tracks of said Fitchburg Railroad at the Main-street crossing.
3. The Boston & Maine and Fitchburg Railroads are ordered to continue the present precautions and protection furnished by them at the Main-street crossing, and when said electric railway is completed and goes into actual operation, said Fitchburg Railroad is ordered to extend the hours of the protection by a competent and faithful flagman at that crossing to 10.30 o'clock P. M. On Sundays the flagman's duties need only extend during such

time as the said Fitchburg Railroad is actually using its tracks. No protection is now deemed necessary at said South Keene crossing other than that the law imposes on electric railways at all grade crossings.

4. That said Keene Electric Railway Company shall pay to said Fitchburg Railroad Company, from and after it begins the actual operation of its railway, one half of its expenses for the protection of said Main-street crossing, in equal quarterly payments, when duly certified bills are presented therefor, the expenses to be such as are reasonable and necessary, and in case the parties are unable to agree as to this, to be determined by the board on petition of either party.

By order of the board.

J. G. BELLWS,

Clerk.

GRADE CROSSING IN LINCOLN.

To the Board of Railroad Commissioners for the State of New Hampshire:

The Boston & Maine Railroad, operating the Pemigewasset Valley Railroad, respectfully represents that for the convenient and proper use of said railway it is necessary for them to cross at grade with their tracks a certain highway in the town of Lincoln, leading from North Woodstock to Henry's Mills, at a point just north of Deer Park Hotel.

Wherefore, they ask for the permission, in writing, of said board, to cross said highway with their tracks, as aforesaid.

BOSTON & MAINE RAILROAD,

By G. E. CUMMINGS,

Supt. White Mt. Division.

Dated this 20th day of May, 1899.

The undersigned, selectmen of the town of Lincoln, make no objection to the crossing asked for in the above petition, in behalf of said town, and request that the same may be granted.

G. E. HENRY.

S. R. ELLIOTT.

W. E. BURKE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, May 25, 1899.

Upon consideration of the foregoing petition, and the consent of the selectmen attached, permission is given for the Boston &

Maine Railroad to cross at grade with their tracks the highway in said Lincoln, leading from North Woodstock to Henry's Mills, at a point just north of the Deer Park Hotel, as prayed for in their said petition.

By order of the board.

J. G. BELLOWS,
Clerk.

CROSSING PROTECTION IN CLAREMONT.

To the Board of Railroad Commissioners for the State of New Hampshire:

The Sullivan County Railroad respectfully represents that heretofore, to wit, on the 29th day of June, 1898, the town of Claremont, New Hampshire, by its selectmen, served a notice upon it, as follows:

CLAREMONT, N. H.

To the Sullivan County Railroad and the Proprietors thereof:

We herewith present to you a copy of the vote passed by the town of Claremont in regard to the highway at Claremont Junction where it is crossed by your railroad.

You are respectfully requested to comply with the vote. Kindly give this matter your immediate attention and oblige.

The following is the vote referred to:

Voted, That the town require the Sullivan County Railroad proprietors to properly bridge the highway where it is crossed by the railroad near Claremont Junction, so as to safely accommodate the travel.

MARSHALL S. ROSSITER,
FRANK P. HUNTLEY,
IRA D. BLANCHARD,

Selectmen of Claremont.

P. S. Kindly advise us on the receipt of this notice.

JUNE 29, 1898.

Said railroad further represents that the records of the said town of Claremont show that said vote was passed at the annual town meeting held in said town in March, 1893, and no action was taken by said town with reference to said vote until the service of the same upon said railroad, on the 29th day of June, 1898, as above stated; that the statute upon which said town and its selectmen rely for authority to pass said vote is found in section 15 of chapter 159 of the Public Statutes of New Hampshire; but your petitioner believes that the language and form of said vote does not conform to the provisions of said statute, and is, therefore, inoperative and of no force.

Your petitioner further represents that the public good does not require the change to be made at said crossing, either such as expressed by said vote or such as the town would be authorized to require, under the provisions of said section 15, for various reasons, prominent among which are the facts that the formation of the approaches of said railroad, on both sides of said railroad at said crossing, is of such a character that it would be impossible to bridge the highway, as set forth in said vote, or to raise or lower the highway where it is crossed by said railroad, in the way contemplated by said section 15, and that, even if a bridge could be constructed as contemplated by the terms of said vote, the expense of building and maintaining the same would be so excessive, and the difficulty of passing over the same from one side to the other would be so materially increased as to seriously inconvenience the public in crossing from one side of said railroad track to the other at said point in the general use of the highway.

You are, therefore, respectfully requested to make an examination of said crossing, and a decision of the question whether the public good requires the change proposed, or any other change to be made, agreeably to the provisions of section 15 of said chapter 159 of the Public Statutes of New Hampshire.

SULLIVAN COUNTY RAILROAD,

By J. H. ALBIN,
President.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, April 10, 1899.

The foregoing petition of the Sullivan County Railroad, appealing from a vote of the town of Claremont, requiring said railroad to erect and maintain an overhead bridge in place of the present grade crossing of said railroad over a highway south of the freight station at Claremont Junction, having been filed in the office of the board, a hearing was held thereon, after due notice, at the passenger station at Claremont Junction in said Claremont, on the 13th day of March last, at 12 o'clock M., and the said railroad appearing by John H. Albin, Esq., its president, and the said town by Messrs. Colby and Parker, its counsel, all of the evidence and arguments presented by the parties were fully heard and considered and an examination of the said crossing and its surroundings was made.

It appeared that the highway crossed by said railroad at grade, south of said freight station, is one of the main highways of said

town, leading southwesterly from said freight station, over and through a good and quite well populated farming section of Claremont, then crossing the Connecticut river and furnishing the direct route for all highway travel to and from Claremont to the villages of Springfield and Wethersfield, Vt. The crossing is not an especially dangerous one, the view of the tracks to travelers on the highway going in either direction being uninterrupted by buildings or natural objects. There is considerable travel over it, mainly by teams. The nature of the ground just south of the present crossing is such that it would be practicable, at large expense, to substitute an overhead bridge for the present grade crossing, but the change in grade of the highway thereby necessitated would be so considerable that it would put all traveling over it to inconvenience and render the highway harder, especially for all heavy teaming.

As Claremont Junction is the connecting point of the Connecticut River Railroad system with the Sugar River branch of the Boston & Maine Railroad, a large amount of shifting and switching is necessary at this point to make up trains. The yard room is limited, and in addition to the main tracks there is also a spur track west of them crossing the highway with a switch for the main track about three or four rods south of the crossing. The crossing is, therefore, constantly used in the switching, and it appears that the railroad employees have not been careful in the observance of the statutory regulations in regard to the obstruction of the highway by cars and engines when so engaged, and that travelers on the highway were put to delay and inconvenience thereby. The main, and, indeed, the only, complaint of the witnesses testifying was of this delay and inconvenience, and since these proceedings were instituted, and the attention of the railroad has been called to the carelessness of its employees in this regard, the evil has been largely corrected.

On these facts the board finds:

1. That the public good does not require the Sullivan County Railroad to bridge the highway as contemplated by the aforesaid vote of the town of Claremont, or to make any other change at said crossing.
2. They recommend the said railroads, however, to rigidly enforce the law forbidding the obstruction of this highway by cars and engines for more than five minutes at any one time, and that when trains are being made up or shifting done, that one of their employees be stationed at the crossing to warn those traveling on the highway of unexpected movements of cars and engines, which are so apt to occur when tracks are so used.

By order of the board.

J. G. BELLOWS,

Clerk.

TRANSFER CHARGES IN KEENE.

KEENE, N. H., September 29, 1899.

To the Honorable Board of Railroad Commissioners of the State of New Hampshire:

We, the undersigned, wish to inform you that while the rate of transfer from the Boston & Maine track to the Fitchburg track, and *vice versa*, in the city of Keene was one dollar and fifty cents a car until June 15, 1899, since that date the charges have been thirty cents a ton, which we deem uncalled for and exorbitant, and a serious burden to all whose business requires a transfer of cars on these tracks.

We therefore petition your honorable board to investigate this matter at your earliest convenience, and fix such a rate as you in your judgment deem just and equitable.

Hoping and expecting you will consider the old rate of one dollar and fifty cents per car a proper rate.

H. J. FOWLER.

C. W. ADAMS.

J. MASON REED.

CHARLES W. NORWOOD & SON.

CHESHIRE CHAIR CO.

J. P. RUST.

WILKINS TOY CO.

DIAMOND MATCH CO.

THE HOLBROOK GROCERY CO.

SPENCER HARDWARE CO.

HENRY GRIFFIN.

CHESHIRE BEEF CO.

DUNN & SALISBURY.

D. R. & F. A. COLE.

NIMS, WHITNEY & CO.,

C. W. Moore, *Treasurer*.

IMPERVIOUS PACKAGE CO.

KEENE BEEF CO.

KEENE, N. H., October 10, 1899.

To the Honorable Board of Railroad Commissioners of the State of New Hampshire:

We, the undersigned, hereby advise that we have amicably adjusted the tariff for switching cars between tracks of the Fitchburg Railroad Company and the Boston & Maine Railroad Company and private sidings in the city of Keene, and hereby with-

draw petition sent to you September 29th, further action at this time not being necessary.

DIAMOND MATCH Co.
CHARLES W. NORWOOD & SON.
CHESHIRE CHAIR Co.
J. MASON REED.
WILKINS TOY Co.
D. R. & F. A. COLE.
THE HOLBROOK GROCERY Co.
HENRY GRIFFIN.
SPENCER HARDWARE Co.
NIMS, WHITNEY & Co.
CHESHIRE BEEF Co.
IMPERVIOUS PACKAGE Co.
KEENE BEEF Co.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 30, 1899.

It appearing that the matter of switching charges at Keene, complained of in the foregoing petition, has been amicably adjusted by a reduction of charges satisfactory to the petitioners, no action was taken by the board.

J. G. BELLOWS,
Clerk.

SEPARATION OF GRADES AT NOYES'S CROSSING IN SEABROOK.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners:

Respectfully represents the Boston & Maine Railroad, a corporation duly established and existing by law, and operating railroads in the state of New Hampshire, among which is a railroad extending from the state line of Massachusetts, in the town of Seabrook in the county of Rockingham, in said state of New Hampshire, through the towns of Hampton Falls, Hampton, North Hampton, and Greenland to Portsmouth in said Rockingham county, said railroad being a part of that line or branch known as the Eastern Division of the Boston & Maine Railroad; that in said town of Seabrook said railroad crosses, at grade, a highway known as Noyes's crossing; that it is for the public interest as well as for the interest of your petitioner, the Boston & Maine Railroad, that the grades of said highway and railroad,

at said Noyes's crossing, be separated by having the said highway pass below said railroad, at said crossing.

Wherefore, the Boston & Maine Railroad, the petitioner, hereby respectfully requests and petitions that your board may authorize such separation of grades, at said crossing of said highway and railroad, as provided by section 13 of chapter 159 of the Public Statutes of New Hampshire, the said highway and railroad at said crossing to be constructed upon such lines and in such manner and form as may be prescribed or authorized by your board.

BOSTON & MAINE RAILROAD,
By LUCIUS TUTTLE,
President.

AUGUST 28, 1899.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

The petition of the Boston & Maine Railroad for the separation of grades at Noyes's crossing, in Seabrook:

Due and sufficient notice of said petition having been given by the petitioner, in accordance with the order of the commissioners, a hearing was had thereon, at the passenger station of the Boston & Maine Railroad, upon its Eastern Division, in Seabrook, in the county of Rockingham, on Saturday, the 16th day of September, 1899, at 1 o'clock in the afternoon, and the board having considered said petition and the evidence produced in support thereof, and having made an examination of said crossing, and having heard all persons who desired to be heard upon said petition, as well as the petitioner, in relation to the separation of grades of the railroad of said petitioner and the highway which crosses at grade, said highway known as Noyes's crossing,

It is Ordered, That the petitioner, the Boston & Maine Railroad, be and hereby is authorized to separate the grades at said crossing of said highway and railroad, in accordance with the prayer of said petition.

And it is further Ordered, That the grades of said highway and railroad shall be changed and separated, so that the highway shall pass under the tracks of said railroad with a clear headroom of not less than twelve feet, and that the grade of said highway and the construction of said highway and said railroad, at said crossing, be upon lines and in manner and form as follows:

That portion of said highway which is under the tracks of the railroad for a distance of twelve feet each side of the center line of the tracks on said railroad shall be level. From a line twelve feet distant from the center line of said railroad track, the grade

shall ascend easterly and westerly at the rate of seven feet per hundred, until it meets the present grade of the street.

The roadway shall be twenty feet wide between the face lines of the abutments; beyond the abutments the banks shall have a slope of one and one half horizontal to one vertical.

Stone abutments with suitable wings shall be built under the tracks of the railroad on each side of the roadway. Wherever changed, the surface of the roadway shall be left in as good condition as at present.

Tracks of the Boston & Maine Railroad shall be carried over the highway on a deck rolled beam bridge of approved construction. The grade of the railroad shall not be changed.

A suitable catch basin, with pipe drain from the same, shall be built to carry away any water which may collect under the bridge.

All work hereby or herein authorized or ordered shall come within the lines of said highway, indicated and shown by the red lines upon the plan hereunto annexed and made a part hereof; and all such work shall be done and performed by the Boston & Maine Railroad, and at the expense of that corporation.

HENRY M. PUTNEY,

J. G. BELLOWES,

E. B. S. SANBORN,

Railroad Commissioners of New Hampshire.

SEPTEMBER 16, 1899.

SEPARATION OF GRADES AT ROCKS ROAD CROSSING IN SEABROOK.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners:

Respectfully represents the Boston & Maine Railroad, a corporation duly established and existing by law, and operating railroads in the state of New Hampshire, among which is a railroad extending from the state line of Massachusetts, in the town of Seabrook, in the county of Rockingham, in said state of New Hampshire, through the towns of Hampton Falls, Hampton, North Hampton, and Greenland to Portsmouth, in said Rockingham county, said railroad being a part of that line or branch known as the Eastern Division of the Boston & Maine Railroad; that in said town of Seabrook, said railroad crosses, at grade, a highway known as Rocks road; that it is for the public interest as well as for the interest of your petitioner, the Boston & Maine Railroad, that the grades of said highway and railroad, at said

Rocks road, be separated by having the said highway pass above said railroad at said crossing.

Wherefore, the Boston & Maine Railroad, the petitioner, hereby respectfully requests and petitions that your board may authorize such separation of grades, at said crossing of said highway and railroad, as provided by section 13 of chapter 159 of the Public Statutes of New Hampshire, the said highway and railroad at said crossing to be constructed upon such lines and in such manner and form as may be prescribed or authorized by your board.

BOSTON & MAINE RAILROAD,

By LUCIUS TUTTLE,
President.

AUGUST 28, 1899.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

The petition of the Boston & Maine Railroad for the separation of grades at Rocks road crossing, in Seabrook:

Due and sufficient notice of said petition having been given by the petitioner, in accordance with the order of the commissioners, a hearing was had thereon at the passenger station of the Boston & Maine Railroad, upon its Eastern Division, in Seabrook, in the county of Rockingham, on Saturday, the 16th day of September, 1899, at 1 o'clock in the afternoon, and the board having considered said petition and the evidence produced in support thereof, and having made an examination of said crossing and having heard all persons who desired to be heard upon said petition, as well as the petitioner, in relation to the separation of grades of the railroad of said petitioner and the highway which crosses, at grade, said highway known as Rocks road crossing,

It is Ordered, That the petitioner, the Boston & Maine Railroad, be and hereby is authorized to separate the grades at said crossing of said highway and railroad, in accordance with the prayer of said petition.

And it is further Ordered, That the grades of said highway and railroad shall be changed and separated, so that said highway shall pass over the tracks of said Boston & Maine Railroad, giving a clear headroom of not less than sixteen (16) feet between the top of the rails and the underside of the bridge, and that the grade of said highway and the construction of said highway and said railroad, at said crossing, be upon lines and in manner and form as follows:

That portion of the highway which is over the tracks of said railroad shall be level; thence easterly and westerly the grades

shall descend at a rate of seven feet per one hundred feet, until they intersect the present grades of the street.

The road shall be carried over the tracks of the railroad on a timber stringer bridge, resting on stone abutments, which shall be parallel with and at least five feet distant from the outside rails of the double track, and more if required for ditch room. Suitable wing walls shall be built on the abutments to hold the earth slopes of the highway embankment. The bridge shall be designed for a uniform live load of eighty pounds per square foot of surface, or a wagon load of eight tons on four wheels, spaced five feet by eight feet. The floor of the bridge shall be three-inch plank.

That part of the highway which is east of the easterly abutment and west of the westerly abutment shall be on solid earth fill supported by earth slopes having a proportion of one and one half horizontal to one vertical. This filled portion of the highway shall be twenty feet in width between the lines of the top of the slopes.

The surface of the road, wherever changed, shall be left in as good condition as it is at present.

All timber and planking used shall be long leaf southern pine, prime inspection.

Suitable fences shall be built on the lines of the top of the slopes, as above described, and on each side of the bridge.

The present driftway, leading from the said Rocks road crossing to the marsh, which is upon the easterly side of the location of the said railroad, is hereby discontinued, and in place thereof the railroad shall construct a driftway from the said Rocks road to the marsh, upon and over land purchased by the said railroad of Edward D. Gove, and all parties having rights in the driftway which is hereby discontinued shall have their rights transferred to and shall have the same rights in the driftway which is hereby ordered constructed.

All work hereby or herein authorized or ordered shall come within the lines of said highway, indicated and shown by the red lines upon the plan hereunto annexed and made a part hereof; and all such work shall be done and performed by the Boston & Maine Railroad, and at the expense of that corporation.

HENRY M. PUTNEY,

J. G. BELLOWES,

EDWARD B. S. SANBORN,

Railroad Commissioners of New Hampshire.

SEPTEMBER 16, 1899.

SEPARATION OF GRADES AT FARM LANE ROAD CROSSING, IN SEABROOK.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners:

Respectfully represents the Boston & Maine Railroad, a corporation duly established and existing by law, and operating railroads in the state of New Hampshire, among which is a railroad extending from the state line of Massachusetts, in the town of Seabrook, in the county of Rockingham, in said state of New Hampshire, through the towns of Hampton Falls, Hampton, North Hampton, and Greenland, to Portsmouth, in said Rockingham county, said railroad being a part of that line or branch known as the Eastern Division of the Boston & Maine Railroad, that in said town of Seabrook said railroad crosses, at grade, a highway known as Farm Lane road; that it is for the public interest as well as for the interest of your petitioner, the Boston & Maine Railroad, that the grades of said highway and railroad, at said Farm Lane road, be separated by having the said highway pass above said railroad at said crossing.

Wherefore, the Boston & Maine Railroad, the petitioner, hereby respectfully requests and petitions that your board may authorize such separation of grades, at said crossing of said highway and railroad, as provided by section 13 of chapter 159 of the Public Statutes of New Hampshire, the said highway and railroad at said crossing to be constructed upon such lines and in such manner and form as may be prescribed or authorized by your board.

BOSTON & MAINE RAILROAD,

By LUCIUS TUTTLE,
President.

SEPTEMBER 16, 1899.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

The petition of the Boston & Maine Railroad for the separation of grades at Farm Lane road crossing, in Seabrook:

Due and sufficient notice of said petition having been given by the petitioner, in accordance with the order of the commissioners, a hearing was had thereon, at the passenger station of the Boston & Maine Railroad, upon its Eastern Division, in Seabrook, in the county of Rockingham, on Thursday, the 12th day of October, 1899, at 2 o'clock in the afternoon, and the board having considered said petition and the evidence produced in support thereof, and having made an examination of said crossing, and having heard all persons who desired to be heard upon said petition, as

well as the petitioner, in relation to the separation of grades of the railroad of said petitioner and the highway which crosses, at grade, said highway known as Farm Lane crossing,

It is Ordered, That the petitioner, the Boston & Maine Railroad, be and hereby is authorized to separate the grades at said crossing of said highway and railroad, in accordance with the prayer of said petition.

And it is further Ordered, That the grades of said highway and railroad shall be changed and separated, so that said highway shall pass over the tracks of said Boston & Maine Railroad, giving a clear headroom of not less than sixteen (16) feet between the top of the rails and the underside of the bridge; and that the grade of said highway and the construction of said highway and said railroad, at said crossing, be upon lines and in manner and form as follows:

That portion of the highway which is over the tracks of said railroad shall be level; thence easterly and westerly the grade shall descend at a rate of seven (7) feet per one hundred feet, until they intersect the present grades of the highway.

The lines of this elevated portion of the highway shall be as follows:

Beginning at an iron pin in the present southerly line of the said Farm Lane road, which is 324 feet easterly from the easterly side line of the location of the said railroad, measured on the present southerly street line; thence north $84^{\circ} 1'$ west, 66.9 feet to an iron pin at an angle in said southerly line; thence north $81^{\circ} 13'$ west, crossing the tracks of the said railroad, 583.7 feet to an iron pin in the present southerly line of the said highway.

The above described line is the southerly line of said raised portion of the highway and the northerly line is parallel to and thirty feet distant from the said southerly line.

The raised portion of the highway shall be carried over the tracks of the railroad on a timber stringer bridge, resting on stone abutments, which shall be parallel with and at least five feet from the outside rails of the double track, and more if required for ditch room.

Suitable wing walls shall be built on the abutments to hold the earth slopes of the highway embankment. The bridge shall be designed for a uniform live load of eighty pounds per square foot of surface, or a wagon load of eight tons on four wheels spaced five feet by eight feet. The floor of the bridge shall be three-inch plank.

That part of the raised portion of the highway which is east of the easterly abutment and west of the westerly abutment shall be on solid earth fill supported by earth slopes having a pro-

portion of one and one half horizontal to one vertical. This raised portion of the highway shall be thirty (30) feet in width between the lines of the top of the slopes.

The surface of the raised portion of the highway, wherever changed, shall be left in as good condition as it is at present.

All timber and planking used shall be long leaf southern pine, prime inspection.

Suitable fences shall be built on the lines of the top of the slopes as above described, and on each side of the bridge.

That portion of the present highway which is on the westerly side of the tracks and northerly of the said filled portion of the highway shall be left at about its present grade and shall be kept open and used as a public highway.

All work hereby or herein authorized or ordered shall come within the lines of said highway, indicated and shown by the red and green lines upon the plan hereunto annexed and made a part hereof; and all such work shall be done and performed by the Boston & Maine Railroad, and at the expense of that corporation.

It is further Ordered, That the location of the present way leading from the said Farm Lane road southerly to land of Francis Beckman and others is hereby changed by abolishing the existing way and substituting therefor a way which shall be graded over and across the lot which was purchased by said railroad of George A. and Lucinda L. Beckman, all as shown on the annexed plan.

HENRY M. PUTNEY,

J. G. BELLOWES,

EDWARD B. S. SANBORN,

Railroad Commissioners of New Hampshire.

OCTOBER 12, 1899.

SEPARATION OF GRADES NEAR HAMPTON FALLS STATION.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners:

Respectfully represents the Boston & Maine Railroad, a corporation duly established and existing by law, and operating railroads in the state of New Hampshire, among which is a railroad extending from the state line of Massachusetts, in the town of Seabrook in the county of Rockingham, in said state of New Hampshire, through the towns of Hampton Falls, Hampton, North Hampton, and Greenland, to Portsmouth, in said Rockingham county, said railroad being a part of that line or branch known

as the Eastern Division of the Boston & Maine Railroad; that in said town of Hampton Falls said railroad crosses, at grade, a highway three tenths of a mile southerly of Hampton Falls station; that it is for the public interest as well as for the interest of your petitioner, the Boston & Maine Railroad, that the grades of said highway and railroad, at said crossing, be separated by having the said highway pass above said railroad at said crossing.

Wherefore, the Boston & Maine Railroad, the petitioner, hereby respectfully requests and petitions that your board may authorize such separation of grades, at said crossing of said highway and railroad, as provided by section 13 of chapter 159 of the Public Statutes of New Hampshire, the said highway and railroad at said crossing to be constructed upon such lines and in such manner and form as may be prescribed or authorized by your board.

BOSTON & MAINE RAILROAD,

By LUCIUS TUTTLE,

President.

AUGUST 28, 1899.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

The petition of the Boston & Maine Railroad for the separation of grades at crossing three tenths mile south of Hampton Falls station, in Hampton Falls:

Due and sufficient notice of said petition having been given by the petitioner, in accordance with the order of the commissioners, a hearing was had thereon at the passenger station of the Boston & Maine Railroad, upon its Eastern Division, at Hampton Falls, in the county of Rockingham, on Saturday, the 16th day of September, 1899, at 12.30 o'clock in the afternoon, and the board having considered said petition and the evidence produced in support thereof, and having made an examination of said crossing, and having heard all persons who desired to be heard upon said petition, as well as the petitioner, in relation to the separation of grades of the railroad of said petitioner and the highway which crosses, at grade, said highway at crossing three tenths mile south of Hampton Falls station in Hampton Falls,

It is Ordered, That the petitioner, the Boston & Maine Railroad, be and hereby is authorized to separate the grades at said crossing of said highway and railroad, in accordance with the prayer of said petition.

And it is further Ordered, That the grades of said highway and railroad shall be changed and separated, so that said highway shall pass over the tracks of said Boston & Maine Railroad, giving

a clear headroom of not less than sixteen (16) feet between the top of the rails and the underside of the bridge; and that the grade of said highway and the construction of said highway and said railroad, at said crossing, be upon lines and in manner and form as follows:

That portion of the highway which is over the tracks of said railroad shall be level; thence easterly and westerly the grades shall descend at a rate of seven feet per one hundred feet, until they intersect the present grades of the street.

The highway shall be carried over the tracks of the railroad on a timber stringer bridge, resting on stone abutments which shall be parallel with and at least five feet from the outside rails of the double track, and more if required for ditch room. Suitable wing walls shall be built on the abutments to hold the earth slopes of the highway embankment. The bridge shall be designed for a uniform live load of eighty pounds per square foot of surface, or a wagon load of eight tons on four wheels spaced five feet by eight feet. The floor of the bridge shall be three-inch plank.

That part of the highway which is east of the easterly abutment and west of the westerly abutment shall be on a solid earth fill supported by earth slopes having a proportion of one and one half horizontal to one vertical. This filled portion of the highway shall be twenty feet wide between the lines of the top of the slopes.

The surface of the road, wherever changed, shall be left in as good condition as it is at present.

All timber and planking used shall be long leaf southern pine, prime inspection.

Suitable fences shall be built on the lines of the top of the slopes as above described, and on each side of the bridge.

All work hereby or herein authorized or ordered shall come within the lines of said highway, indicated and shown by the red lines upon the plan hereunto annexed and made a part hereof; and all such work shall be done and performed by the Boston & Maine Railroad, and at the expense of that corporation.

HENRY M. PUTNEY,
J. G. BELLOWES,
E. B. S. SANBORN,

Railroad Commissioners of New Hampshire.

SEPTEMBER 16, 1899.

SEPARATION OF GRADES AT TOWLE'S CROSSING, IN
HAMPTON.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners:

Respectfully represents the Boston & Maine Railroad, a corporation duly established and existing by law, and operating railroads in the state of New Hampshire, among which is a railroad extending from the state line of Massachusetts, in the town of Seabrook, in the county of Rockingham, in said state of New Hampshire, through the towns of Hampton Falls, Hampton, North Hampton, and Greenland to Portsmouth, in said Rockingham county, said railroad being a part of that line or branch known as the Eastern Division of the Boston & Maine Railroad, that in said town of Hampton said railroad crosses, at grade, a highway known as Towle's crossing; that it is for the public interest, as well as for the interest of your petitioner, the Boston & Maine Railroad, that the grade of said highway and railroad, at said Towle's crossing, be separated by having the said highway pass below said railroad at said crossing.

Wherefore, the Boston & Maine Railroad, the petitioner, hereby respectfully requests and petitions that your board may authorize such separation of grades, at said crossing of said highway and railroad, as provided by section 13 of chapter 159 of the Public Statutes of New Hampshire, the said highway and railroad at said crossing to be constructed upon such lines and in such manner and form as may be prescribed or authorized by your board.

BOSTON & MAINE RAILROAD,

By LUCIUS TUTTLE,

President.

AUGUST 28, 1899.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

The petition of the Boston & Maine Railroad for the separation of grades at Towle's crossing, in Hampton:

Due and sufficient notice of said petition having been given by the petitioner, in accordance with the order of the commissioners, a hearing was had thereon at the passenger station of the Boston & Maine Railroad, upon its Eastern Division, in Hampton, in the county of Rockingham, on Saturday, the 16th day of September, 1899, at 11.30 o'clock in the forenoon, and the board having considered said petition and the evidence produced in support thereof, and having made an examination of said crossing, and having

heard all persons who desired to be heard upon said petition, as well as the petitioner, in relation to the separation of grades of the railroad of said petitioner and the highway which crosses at grade, said highway known as Towle's crossing,

It is Ordered, That the petitioner, the Boston & Maine Railroad, be and hereby is authorized to separate the grades at said crossing of said highway and railroad, in accordance with the prayer of said petition.

And it is further Ordered, That the grades of said highway and railroad shall be changed and separated so that the highway shall pass under the tracks of said railroad with a clear headroom of not less than twelve feet, and that the grade of said highway and the construction of said highway and said railroad, at said crossing, be upon lines and in manner and form as follows:

That portion of said highway which is under the track of the railroad for a distance of twelve feet each side of the center line of the tracks on said railroad shall be level. From a line twelve feet easterly of the center line of said railroad, the grade shall ascend at the rate of seven feet per hundred until it meets the present grade of the street; from a line twelve feet westerly of said center line, it shall ascend four feet per hundred until it intersects the present grade of the street.

The roadway shall be twenty feet wide between the face lines of the abutments; beyond the abutments the banks shall have a slope of one and one half horizontal to one vertical.

Stone abutments with suitable wings shall be built under the tracks of the railroad on each side of the roadway. Wherever changed, the surface of the roadway shall be left in as good condition as at present.

Tracks of the Boston & Maine Railroad shall be carried over the highway on a through plate girder bridge of approved construction. The grade of the railroad shall not be changed.

A suitable catch basin with drain pipe from the same shall be built to carry away any water which may collect under the bridge.

Suitable fences shall be built wherever required.

All work hereby or herein authorized or ordered shall come within the lines of said highway, indicated and shown by the red lines upon the plan hereunto annexed and made a part hereof; and all such work shall be done and performed by the Boston & Maine Railroad, and at the expense of that corporation.

HENRY M. PUTNEY,

J. G. BELLOWS,

E. B. S. SANBORN,

Railroad Commissioners of New Hampshire.

SEPTEMBER 16, 1899.

SEPARATION OF GRADES AT EXETER ROAD CROSSING, IN HAMPTON.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners:

Respectfully represents the Boston & Maine Railroad, a corporation duly established and existing by law and operating railroads in the state of New Hampshire, among which is a railroad extending from the state line of Massachusetts, in the town of Seabrook, in the county of Rockingham, in said state of New Hampshire, through the towns of Hampton Falls, Hampton, North Hampton, and Greenland to Portsmouth, in said Rockingham county, said railroad being a part of that line or branch known as the Eastern Division of the Boston & Maine Railroad, that in said town of Hampton said railroad crosses, at grade, a highway known as Exeter road or Main street; that it is for the public interest as well as for the interest of your petitioner, the Boston & Maine Railroad, that the grades of said highway and railroad, at said Exeter road or Main street, be separated by having the said highway pass above said railroad at said crossing.

Wherefore, the Boston & Maine Railroad, the petitioner, hereby respectfully requests and petitions that your board may authorize such separation of grade, at said crossing of said highway and railroad, as provided by section 13, chapter 159 of the Public Statutes of New Hampshire, the said highway and railroad at said crossing to be constructed upon such lines and in such manner and form as may be prescribed or authorized by your board.

BOSTON & MAINE RAILROAD,

By LUCIUS TUTTLE,
President.

SEPTEMBER 16, 1899.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

The petition of the Boston & Maine Railroad for the separation of grades at Exeter road crossing, in Hampton:

Due and sufficient notice of said petition having been given by the petitioner in accordance with the order of the commissioners, a hearing was had thereon, at the passenger station of the Boston & Maine Railroad, upon its Eastern Division, in Hampton, in the county of Rockingham, on Thursday, the 12th day of October, 1899, at 12.30 o'clock in the afternoon, and the board having considered said petition and the evidence produced in support thereof, and having made an examination of said crossing and having heard all persons who desired to be heard upon said peti-

tion, as well as the petitioner, in relation to the separation of grades of the railroad of said petitioner and the highway which crosses, at grade, said highway known as Exeter road crossing,

It is Ordered, That the petitioner, the Boston & Maine Railroad, be and hereby is authorized to separate the grades at said crossing of said highway and railroad, in accordance with the prayer of said petition.

And it is further Ordered, That the grades of said highway and railroad shall be changed and separated so that said highway shall pass over the tracks of said Boston & Maine Railroad, giving a clear headroom of not less than sixteen (16) feet between the top of the rails and the underside of the bridge; and that the grade of said highway and the construction of said highway and said railroad, at said crossing, be upon lines and in manner and form as follows:

That portion of the highway which is over the tracks of said railroad shall be level; thence easterly the grade shall descend at a rate of five (5) feet per one hundred feet and westerly at a rate of five (5) feet per one hundred feet until they intersect the present grades of the street. The road shall be carried over the tracks of the railroad on a wood stringer bridge forty feet in width, including a six-foot sidewalk on the southerly side. This bridge shall rest on stone abutments which shall be parallel with and at least five (5) feet distant from the outside rails of the double track, and more if required for ditch room.

Suitable wing walls shall be built on the abutments to hold the earth slopes of the highway embankment. The bridge shall be designed for a uniform live load of eighty pounds per square foot of surface, or a wagon load of eight tons on four wheels spaced five feet by eight feet, and a carload of fifteen tons upon that portion used by the electric railroad.

The floor of the bridge to be one course of three-inch plank. If the bridge is adapted for an electric railway, the cost of whatever is made necessary by the electric road shall be paid by it.

The part of the highway which is east of the easterly abutment and west of the westerly abutment shall be on solid earth fill, supported by earth slopes, retaining walls or bulkheads as may be deemed best by said railroad.

The earth slopes to have a proportion of one and one half horizontal to one vertical.

The filled portion of the highway shall be at least forty (40) feet in width, and on the easterly side of the railroad shall be to the full width of the present highway.

The surface of the road, wherever changed, shall be left in as good condition as it is at present.

All timber and planking used shall be long leaf southern pine, prime inspection.

Suitable fences shall be built on the lines of the top of the slopes, as above described, and on each side of the bridge.

Suitable stairs shall be built leading from the said filled street on the easterly side of the tracks to the platform of the passenger station.

A driveway to the proposed freight yard shall be graded on the northerly side of the street east of the tracks.

All work hereby or herein authorized or ordered shall come within the lines of said highway, indicated and shown by the red and green lines upon the plan hereunto annexed and made a part hereof, and all such work shall be done and performed by the Boston & Maine Railroad and at the expense of that corporation except as herein provided.

It is further Ordered, That, during the progress of the work necessary for the separation of said grades and the construction or reconstruction of said crossing, that part of the Exeter, Hampton & Amesbury Street Railway, the use of which may thereby be interfered with, shall be temporarily, that is, during the construction of said work, changed and relocated by said Boston & Maine Railroad, or at its expense, including the necessary change of wires and poles, and the same shall be placed upon a part of the way or route provided by said Boston & Maine Railroad for the public travel, during the construction or reconstruction of said crossing; and as soon as the condition of the work upon said crossing will reasonably admit of it, the tracks of the said street railway shall be laid upon said new crossing in a suitable, safe, and proper manner, by either said Boston & Maine Railroad or by said street railway, and the expense of such relocation or laying of said tracks, poles, and wires shall be paid by said Boston & Maine Railroad and said street railway, one half by each.

HENRY M. PUTNEY,

J. G. BELLOWS,

EDWARD B. S. SANBORN,

Railroad Commissioners of New Hampshire.

OCTOBER 12, 1899.

SEPARATION OF GRADES AT WARD'S CROSSING, IN HAMPTON.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners:

Respectfully represents the Boston & Maine Railroad, a corporation duly established and existing by law and operating rail-

roads in the state of New Hampshire, among which is a railroad extending from the state line of Massachusetts, in the town of Seabrook, in the county of Rockingham, in said state of New Hampshire, through the towns of Hampton Falls, Hampton, North Hampton, and Greenland, to Portsmouth, in said Rockingham county, said railroad being a part of that line or branch known as the Eastern Division of the Boston & Maine Railroad, that in said town of Hampton said railroad crosses, at grade, a highway known as Lafayette road, known as Ward's crossing; that it is for the public interest as well as for the interest of your petitioner, the Boston & Maine Railroad, that the grades of said highway and railroad, at said Lafayette road known as Ward's crossing, be separated by having the said highway pass above said railroad at said crossing.

Wherefore, the Boston & Maine Railroad, the petitioner, hereby respectfully requests and petitions that your board may authorize such separation of grades, at said crossing of said highway and railroad, as provided by section 13 of chapter 159 of the Public Statutes of New Hampshire, the said highway and railroad at said crossing to be constructed upon such lines and in such manner and form as may be prescribed or authorized by your board.

BOSTON & MAINE RAILROAD,

By LUCIUS TUTTLE,
President.

SEPTEMBER 16, 1899.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

The petition of the Boston & Maine Railroad for the separation of grades at Lafayette road, Ward's crossing, in Hampton:

Due and sufficient notice of said petition having been given by the petitioner, in accordance with the order of the commissioners, a hearing was had thereon at the passenger station of the Boston & Maine Railroad, upon its Eastern Division, in Hampton, in the county of Rockingham, on Thursday, the 12th day of October, 1899, at 12.30 o'clock in the afternoon, and the board having considered said petition and the evidence produced in support thereof, and having made an examination of said crossing, and having heard all persons who desired to be heard upon said petition, as well as the petitioner, in relation to the separation of grades of the railroad of said petitioner and the highway which crosses, at grade, said highway known as Lafayette road, Ward's crossing,

It is Ordered, That the petitioner, the Boston & Maine Railroad, be and hereby is authorized to separate the grades at said crossing of said highway and railroad, in accordance with the prayer of said petition.

And it is further Ordered, That the grades of said highway and railroad shall be changed and separated so that said highway shall pass over the tracks of said Boston & Maine Railroad, giving a clear headroom of not less than sixteen (16) feet between the top of the rails and the underside of the bridge; and that the grade of said highway and the construction of said highway and said railroad, at said crossing, be upon lines and in manner and form as follows:

That portion of the highway which is over the tracks of said railroad shall be level; thence easterly and westerly the grades shall descend at a rate of six (6) feet per one hundred feet until they intersect the present grades of the highway.

The northerly line of the Lafayette road, near the Ward's crossing, shall be changed as follows:

Beginning at an iron pin on the present southeasterly line of said Lafayette road, and 180 feet distant southwesterly from the westerly side line of location of the said railroad; thence running north, $54^{\circ} 40'$ east, 180 feet to an iron pin; thence north, $61^{\circ} 59'$ east, 340 feet to an iron pin; thence north, $63^{\circ} 54'$ east, 54 feet to an iron pin which is on the present southeasterly line of the said Lafayette road. The above described line is the southeasterly line of the raised portion of said road, and the northwesterly line is parallel to and 35 feet distant from the said southeasterly line.

The highway shall be carried over the track of the railroad on a wooden truss bridge, resting on stone abutments which shall be parallel with and at least five feet from the outside rails of the double track, and more if required for ditch room.

Suitable wing walls shall be built on the abutments to hold the earth slopes of the highway embankment.

The bridge shall be designed for a uniform live load of eighty pounds per square foot surface, or a wagon load of eight tons on four wheels spaced five feet by eight feet, and a carload of fifteen tons on that portion used by the electric road. The floor of the bridge shall be one course three-inch plank. If the bridge is adapted to receive the electric railway, the cost of whatever is needed for it that is not required for the highway shall be assumed by the electric railway company.

That portion of the highway which is east of the easterly abutment and west of the westerly abutment shall be on a solid earth fill, supported by earth slopes having a proportion of one and one half horizontal to one vertical. This filled portion of the highway

shall be thirty-five (35) feet wide between the lines of the top of the slopes.

The surface of the road, wherever changed, shall be left in as good condition as at present.

All timber and planking used shall be long leaf southern pine, prime inspection.

Suitable fences shall be built on the lines of the top of the slope as above described and on each side of the bridge.

All work hereby or herein authorized or ordered shall come within the lines of said highway, indicated and shown by the red and green lines upon the plan hereunto annexed and made a part hereof; and all such work shall be done and performed by the Boston & Maine Railroad and at the expense of that corporation, except as herein provided.

It is also further Ordered, That the location of the present driftway leading from the said Lafayette road to the Hampton marsh, which crosses the tracks of the said Boston & Maine Railroad about 700 feet southerly from the said Ward's crossing, be and is hereby changed or discontinued across the tracks of the said railroad, and that instead thereof a new driftway be laid out and provided on the easterly side of said railroad, and all parties having rights in the driftway which is hereby discontinued or changed shall have their rights transferred to, and shall have the same rights in, the driftway which is hereby ordered constructed or provided.

It is further Ordered, That, during the progress of the work necessary for the separation of said grades and the construction or reconstruction of said crossing, that part of the Exeter, Hampton & Amesbury Street Railway, the use of which may thereby be interfered with, shall be temporarily, that is, during the continuance of said work, changed and relocated by said Boston & Maine Railroad, or at its expense, including the necessary change of wires and poles, and the same shall be placed upon a part of the way or route provided by said Boston & Maine Railroad for the public travel during the construction or reconstruction of said crossing; and as soon as the condition of the work upon said crossing will reasonably admit of it, the tracks of said street railroad shall be laid upon said new crossing in a suitable, safe, and proper manner, by either said Boston & Maine Railroad or by said street railway, and the expense of such relocation or laying of said tracks, poles, and wires shall be paid by said Boston & Maine Railroad and said street railroad, one half by each.

HENRY M. PUTNEY,

J. G. BELLOWES,

EDWARD B. S. SANBORN,

Railroad Commissioners of New Hampshire.

OCTOBER 12, 1899.

SEPARATION OF GRADES AT LITTLE RIVER ROAD CROSS-
ING, IN NORTH HAMPTON.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners:

Respectfully represents the Boston & Maine Railroad, a corporation duly established and existing by law, and operating railroads in the state of New Hampshire, among which is a railroad extending from the state line of Massachusetts, in the town of Seabrook, in the county of Rockingham, in said state of New Hampshire, through the towns of Hampton Falls, Hampton, North Hampton, and Greenland, to Portsmouth, in said Rockingham county, said railroad being a part of that line or branch known as the Eastern Division of the Boston & Maine Railroad, that in said town of North Hampton said railroad crosses, at grade, a highway known as Little River road; that it is for the public interest as well as for the interest of your petitioner, the Boston & Maine Railroad, that the grades of said highway and railroad, at said Little River road, be separated by having the said highway pass above said railroad at said crossing.

Wherefore, the Boston & Maine Railroad, the petitioner, hereby respectfully requests and petitions that your board may authorize such separation of grades, at said crossing of said highway and railroad, as provided by section 13 of chapter 159 of the Public Statutes of New Hampshire, the said highway and railroad, at said crossing, to be constructed upon such lines and in such manner and form as may be prescribed or authorized by your board.

BOSTON & MAINE RAILROAD,

By LUCIUS TUTTLE,
President.

SEPTEMBER 16, 1899.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

The petition of the Boston & Maine Railroad for the separation of grades at Little River road crossing, in North Hampton:

Due and sufficient notice of said petition having been given by the petitioner, in accordance with the order of the commissioners, a hearing was had thereon at the passenger station of the Boston & Maine Railroad, upon its Eastern Division, in North Hampton, in the county of Rockingham, on Thursday, the 12th day of October, 1899, at 11.30 o'clock in the forenoon, and the board having considered said petition and the evidence produced in support thereof, and having made an examination of said crossing, and having heard all persons who desired to be heard upon said peti-

tion, as well as the petitioner, in relation to the separation of grades of the railroad of said petitioner and the highway which crosses, at grade, said highway known as Little River road crossing,

It is Ordered, That the petitioner, the Boston & Maine Railroad, be and hereby is authorized to separate the grades at said crossing of said highway and railroad, in accordance with the prayer of said petition.

And it is further Ordered, That the grades of said highway and railroad shall be changed and separated, so that said highway shall pass over the tracks of said Boston & Maine Railroad, giving a clear headroom of not less than sixteen (16) feet between the top of the rails and the underside of the bridge; and that the grade of said highway and the construction of said highway and said railroad, at said crossing, be upon lines and in manner and form as follows:

That portion of the highway which is over the tracks of said railroad shall be level; thence easterly and westerly the grades shall descend at a rate of six (6) feet per one hundred feet until they intersect the present grades of the street.

The lines of this elevated portion of the highway shall be as follows:

Beginning at an iron pin on the southerly side of the highway, at the westerly line of land of Charles Batchelder and at the easterly line of land owned by the Boston & Maine Railroad; thence running north, $76^{\circ} 27'$ west, crossing the tracks of the Boston & Maine Railroad, 227.7 feet, to an iron pin at an angle in said elevated portion of the highway; thence north, 73° west, 342.7 feet, to an iron pin in the present southerly line of said highway. The above described line is the southerly line of said raised portion of the highway and the northerly line is parallel to and 35 feet distant northerly from said southerly line.

The raised portion of the highway shall be carried over the tracks of the railroad on a timber stringer bridge thirty-five (35) feet in width, including a six-foot sidewalk on the southerly side. This bridge shall rest on stone abutments, which shall be parallel with and at least five (5) feet from the outside rails of the double track and more if required for ditch room. Suitable wing walls shall be built on the abutments to hold the earth slopes of the highway embankment. The bridge shall be designed for a uniform live load of eighty pounds per square foot of surface, or a wagon load of eight tons on four wheels spaced five feet by eight feet.

The floor of the bridge shall be one course of three-inch plank,

with such covering plank as may be needed to properly cover the rails of the street railway.

That part of the raised portion of the highway which is east of the easterly abutment and west of the westerly abutment shall be on a solid earth fill, supported by earth slopes having a proportion of one and one half horizontal to one vertical. This filled portion of the highway shall be thirty-five (35) feet wide between the lines of the top of the slopes.

That portion of the present highway which is on the westerly side of the tracks and northerly of the said filled portion of the highway shall be left at about its present grade and shall be kept open and used as a public highway.

On the westerly side of the tracks and southerly of the said filled portion of the highway there shall be built and graded an approach or way to land of Joseph O. Hobbs. This approach shall be adjacent to the foot of the slope as hereinbefore described and shall be twenty (20) feet in width.

The surface of the highway, wherever changed, shall be left in as good condition as it is at present.

All timber and planking used shall be long leaf southern pine, prime inspection.

Suitable fences shall be built on the lines of the top of the slopes, as above described, and on each side of the bridge.

Suitable stairs shall be built leading from the said filled portion of the street at the easterly end of the said bridge to the station platform on the easterly side of the tracks. The working face of the westerly abutment shall be nine and one half feet from the westerly rail of the present main track, to allow a footway in front of the abutment.

All work hereby or herein authorized or ordered shall come within the lines of said highway, indicated and shown by the red and green lines upon the plan hereunto annexed and made a part hereof; and all such work shall be done and performed by the Boston & Maine Railroad and at the expense of that corporation.

HENRY M. PUTNEY,

J. G. BELLOWS,

EDWARD B. S. SANBORN,

Railroad Commissioners of New Hampshire.

OCTOBER 12, 1899.

SEPARATION OF GRADES AT BREAKFAST HILL ROAD
CROSSING, IN GREENLAND.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners:

Respectfully represents the Boston & Maine Railroad, a corporation duly established and existing by law, and operating railroads in the state of New Hampshire, among which is a railroad extending from the state line of Massachusetts, in the town of Seabrook, in the county of Rockingham, in said state of New Hampshire, through the towns of Hampton Falls, Hampton, North Hampton, and Greenland, to Portsmouth, in said Rockingham county, said railroad being a part of that line or branch known as the Eastern Division of the Boston & Maine Railroad, that in said town of Greenland said railroad crosses, at grade, a highway known as Breakfast Hill road; that it is for the public interest, as well as for the interest of your petitioner, the Boston & Maine Railroad, that the grades of said highway and railroad, at said Breakfast Hill road, be separated by having the said highway pass above said railroad at said crossing.

Wherefore, the Boston & Maine Railroad, the petitioner, hereby respectfully requests and petitions that your board may authorize such separation of grades, at said crossing of said highway and railroad, as provided by section 13 of chapter 159 of the Public Statutes of New Hampshire, the said highway and railroad, at said crossing, to be constructed upon such lines and in such manner and form as may be prescribed or authorized by your board.

BOSTON & MAINE RAILROAD,

By LUCIUS TUTTLE,

President.

SEPTEMBER 16, 1899.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

The petition of the Boston & Maine Railroad for the separation of grades at Breakfast Hill road crossing, in Greenland:

Due and sufficient notice of said petition having been given by the petitioner, in accordance with the order of the commissioners, a hearing was had thereon at the passenger station of the Boston & Maine Railroad, upon its Eastern Division, in Greenland, in the county of Rockingham, on Thursday, the 12th day of October, 1899, at 11 o'clock in the forenoon, and the board having considered said petition and the evidence produced in support thereof, and having made an examination of said crossing and having heard all persons who desired to be heard upon said petition, as

well as the petitioner, in relation to the separation of grades of the railroad of said petitioner and the highway which crosses, at grade, said highway known as Breakfast Hill road crossing,

It is Ordered, That the petitioner, the Boston & Maine Railroad, be and hereby is authorized to separate the grades at said crossing of said highway and railroad, in accordance with the prayer of said petition.

And it is further Ordered, That the grades of said highway and railroad shall be changed and separated so that said highway shall pass over the tracks of said Boston & Maine Railroad, giving a clear headroom of not less than sixteen (16) feet between the top of the rails and the underside of the bridge, and that the grade of said highway and construction of said highway and said railroad, at said crossing, be upon lines and in manner and form as follows:

That portion of the highway which is over the tracks of said railroad shall be level; thence easterly and westerly the grades shall descend at a rate of seven (7) feet per one hundred feet until they intersect the present grades of the street.

The highway shall be carried over the tracks of the railroad on a timber stringer bridge, resting on stone abutments, which shall be parallel with and at least five feet from the outside rails of the double track, and more if required for ditch room. Suitable wing walls shall be built on the abutments to hold the earth slopes of the highway embankment. The bridge shall be designed for a uniform live load of eighty pounds per square foot of surface, or a wagon load of eight tons on four wheels spaced five feet by eight feet. The floor of the bridge shall be three-inch plank.

That part of the highway which is east of the easterly abutment and west of the westerly abutment shall be on a solid earth fill, supported by earth slopes having a proportion of one and one half horizontal to one vertical. This filled portion of the highway shall be thirty feet wide between the lines of the top of the slopes.

The surface of the road, wherever changed, shall be left in as good condition as it is at present.

All timbers and planking used shall be long leaf southern pine, prime inspection.

Suitable fences shall be built on the lines of the top of the slopes as above described, and on each side of the bridge.

Suitable approaches or driveways, suitably railed, to the passenger and freight stations of said railroad may be graded, and the freight station and side track of the freight station moved or changed if deemed best by said railroad.

All work hereby or herein authorized or ordered shall come within the lines of said highway indicated and shown by the red and green lines upon the plan hereunto annexed and made a part hereof; and all such work shall be done and performed by the Boston & Maine Railroad and at the expense of that corporation.

HENRY M. PUTNEY,

J. G. BELLOWES,

EDWARD B. S. SANBORN,

Railroad Commissioners of New Hampshire.

OCTOBER 12, 1899.

CHANGES IN STATE LINE BRIDGE, IN SEABROOK.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners:

Respectfully represents the Boston & Maine Railroad, a corporation duly established according to law and operating railroads in the state of New Hampshire, among which is that line known as the Eastern Division of the Boston & Maine Railroad, a part of which extends from the state line, in the town of Seabrook, through the towns of Hampton Falls, Hampton, North Hampton, and Greenland, to Portsmouth, in the county of Rockingham, and having heretofore, to wit, on September 16, 1899, and October 12, 1899, on petitions therefor, respectively, obtained from your board permission to separate grades upon said line; and in the separation of such grades and the double tracking of said line through said towns, it becomes necessary for the interest of said corporation and the safety of the public travel to make changes in the construction of a bridge in Seabrook, at the state line, which changes are more particularly suggested and described as follows:

State Line bridge is located just south of State Line station, on the Eastern Division of the Boston & Maine Railroad, and is partly in the state of New Hampshire and partly in the state of Massachusetts, all but about 1-33 of the area of the bridge being in the state of New Hampshire. All the changes in the line of the bridge as proposed below are in the state of New Hampshire.

It is proposed to lengthen the bridge to admit a second track underneath, by rebuilding the easterly abutment so that the front line of the masonry at the rail level will be 20 feet and 6 inches from the center line of the present track.

The bridge is to be built so that its southerly side will coincide with the southerly side of the present bridge, and its northerly

side so built that the width of the roadway will be 20 feet and 4 inches at the westerly end, the same as at present, and 23 feet and 9 inches at the easterly end, or about 2 feet and 6 inches wider than at present.

The grade of the surface of the roadway at center of bridge to be raised about one foot and the approaches to be graded so as not to be steeper than 5 per cent.

The clear headroom over the rails will be sixteen feet.

All to be shown on a plan herewith, whereon the outlines of the proposed new bridge and masonry are shown by red lines.

Wherefore, your petitioner, the Boston & Maine Railroad, respectfully requests that your board may authorize and consent, in writing, that it, said Boston & Maine Railroad, make the changes above suggested, indicated, and described.

BOSTON & MAINE RAILROAD,
By LUCIUS TUTTLE,
President.

NOVEMBER 20, 1899.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 27, 1899.

The changes described in the foregoing petition are hereby approved.

HENRY M. PUTNEY,
JOSIAH G. BELLOWS,
EDWARD B. S. SANBORN,
Railroad Commissioners of New Hampshire.

MANCHESTER & MILFORD LAND DAMAGE.

September 20, 1899, the Concord & Montreal Railroad filed with the board a petition asking for an appraisal of the damage occasioned to the owners of forty-nine parcels of land in the towns of Goffstown, Bedford, Merrimack, Amherst, and Milford by the construction of its Manchester & Milford branch. Upon this petition an order of notice for hearings beginning at Grasmere station in Goffstown, October 23, 1899, was issued, but before the day of the hearing the railroad effected settlements with the owners of all the land described in its petition except one piece in Goffstown and eight in Bedford. The appraisal was therefore confined to these nine parcels. The awards made by the commissioners and the selectmen of the towns in which the land is located are as follows:

To the Honorable Secretary of State:

Due notice having been given to the several parties interested and to the selectmen of the town of Goffstown, in the county of Hillsborough, of the time and place of hearing upon the foregoing petition of the Concord & Montreal Railroad asking for the appraisal of damages occasioned to owners of land in said Goffstown by the location by said railroad of its railroad from Manchester to Milford, designated as the Manchester & Milford branch.

And upon the return day of said petition the board of railroad commissioners met at the time and place appointed, and in connection with the selectmen of said Goffstown, as a joint board for the appraisal of damages, and all of said commissioners and all of said selectmen being present, for proper cause shown, said hearing was adjourned to the office of Henry M. Putney, in Manchester, in said county, on the 24th of October, A. D. 1899, and at the time and place of said adjournment all of said commissioners and all of said selectmen being there present, and together constituting a joint board for the appraisal of such damages in said Goffstown, made examination of said land and heard all parties present and desiring to be heard before them, and said joint board agreeing, award damages to said owners of said land in said Goffstown, to be paid by said petitioner as follows:

To George A. Leighton, the sum of three hundred and fifty dollars.

HENRY M. PUTNEY,
JOSIAH G. BELLOWS,
EDWARD B. S. SANBORN,

Railroad Commissioners of New Hampshire.

GEORGE PATTEE,
ARTHUR H. PARKER,
GEORGE L. EATON,

Selectmen of Goffstown.

Dated at said Manchester October 24, 1899.

To the Honorable Secretary of State:

Due notice having been given to the several parties interested and to the selectmen of the town of Bedford, in the county of Hillsborough, of the time and place of hearing upon the foregoing petition of the Concord & Montreal Railroad, asking for the appraisal of damages occasioned to owners of land in said Bedford by the location by said railroad of its railroad from Manchester to Milford, designated as the Manchester & Milford branch.

And upon the return day of said petition, the board of railroad commissioners met at the time and place appointed, and in connection with the selectmen of said Bedford, as a joint board for

the appraisal of damages, and all of said commissioners and all of said selectmen being present, for proper cause shown, said hearing was adjourned to the office of Henry M. Putney, in Manchester, in said county, on the 24th day of October, A. D. 1899, and at the time and place of said adjournment, all of said commissioners and all of said selectmen being there present, and together constituting a joint board for the appraisal of such damages in said Bedford, made examination of said land and heard all parties present and desiring to be heard before them, and said joint board agreeing, award damages to said owners of said land in said Bedford, to be paid by said petitioners as follows:

To Frances E. Woodbury, the sum of thirteen hundred dollars.

To heirs of George H. Wiggin, deceased, the sum of one hundred and fifty dollars.

To Albert L. Flint, the sum of five hundred dollars.

To Eddy W. Stevens, the sum of twelve hundred dollars.

To heirs of S. Monroe Hardy, deceased, the sum of ten dollars.

To Mary E. Parker, the sum of six hundred and fifty dollars.

To Perham Parker, the sum of two hundred dollars.

To George H. Wiggin and Charles H. Wiggin, the sum of six hundred and fifty dollars.

HENRY M. PUTNEY,
JOSIAH G. BELLOWES,
EDWARD B. S. SANBORN,

Railroad Commissioners of New Hampshire.

WILLIAM W. DARRAH,
IRA BARR,
FRED W. BARNARD,

Selectmen of Bedford.

Dated at said Manchester October 24, 1899.

Similar reports were filed with the town clerks of Goffstown and Bedford, as required by law.

GRADE CROSSINGS UPON MANCHESTER & MILFORD BRANCH.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners:

Respectfully represents the Concord & Montreal Railroad, a corporation duly established according to law, and having its principal place of business at Concord, N. H., having located the route for the railroad of the Manchester & Milford branch, by virtue of and in accordance with the laws of the state of New Hampshire, on September 12, 1899, a copy of such location having

been heretofore filed in the office of your board; and the damages occasioned to landowners by taking their lands, respectively, having been settled, either by the purchase of such lands or the assessment of such damages, by your board; and the construction of the railroad of such branch upon the route located will necessitate the crossing of highways at several points or places,—which will be hereinafter more fully described,—your petitioner, the Concord & Montreal Railroad, hereby respectfully requests that your board consent, in writing, to the construction of said railroad, crossing at grade the following highways, located and described as follows, viz.:

Highway called Richards road in Goffstown at station 28.
Highway called Kennedy Hill road in Goffstown at station 65.
Highway called Shirley Hill road in Goffstown at station 71.
Highway near H. W. Hoyt's house in Bedford at station 149.
Highway near J. G. Holbrook's house in Bedford at station 165.
Highway near J. G. Holbrook's house in Bedford at station 169.
Highway near C. E. Bursiel's land in Bedford at station 185.
Highway near A. J. French's house in Bedford at station 252.
Highway near town hall in Bedford at station 269.
Highway near M. B. Gilmore's house in Bedford at station 327.
Highway near E. W. Stevens's house (cross road) in Bedford at station 373.

Highway near William H. Burns's land in Bedford at station 414.

Highway near David Stevens's land in Merrimack at station 538.

Highway near A. M. Hayward's land in Amherst at station 679.
Highway near C. E. Weston's land in Amherst at station 813.
Highway near James Cochran's land in Amherst at station 854.
Highway near F. E. Willoby's house in Amherst at station 903.
Highway near E. T. Nichols's land in Amherst at station 914.

The foregoing "stations" correspond to those given in the return of the location of said Manchester & Milford branch, filed, as aforesaid, in the office of the secretary of state.

THE CONCORD & MONTREAL RAILROAD,

By B. A. KIMBALL,
President.

NOVEMBER 18, 1899.

To the Board of Railroad Commissioners:

The undersigned, selectmen of the town of Goffstown, make no objections to the consent of the board, applied for by the Con-

cord & Montreal Railroad, in the petition of which the annexed is a copy.

GEORGE PATTEE,
ARTHUR H. PARKER,
GEORGE L. EATON,
Selectmen of Goffstown.

To the Board of Railroad Commissioners:

The undersigned, selectmen of the town of Bedford, make no objection to the consent of the board, applied for by the Concord & Montreal Railroad, in the petition of which the annexed is a copy.

WILLIAM W. DARRAH,
IRA BARR,
F. M. BARNARD,
Selectmen of Bedford.

To the Board of Railroad Commissioners:

The undersigned, selectmen of the town of Merrimack, make no objection to the consent of the board, applied for by the Concord & Montreal Railroad, in the petition of which the annexed is a copy.

EVERETT E. PARKER,
HERMON S. FIELDS,
GEORGE W. DARRAH,
Selectmen of Merrimack.

To the Board of Railroad Commissioners:

The undersigned, selectmen of the town of Amherst, make no objection to the consent of the board, applied for by the Concord & Montreal Railroad, in the petition of which the annexed is a copy.

LUTHER B. CONVERSE,
WILLIAM L. CROSS,
ALBERT H. CALDWELL,
Selectmen of Amherst.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 8, 1899.

Agreeably to the petition of the Concord & Montreal Railroad, assented to by the selectmen of the towns of Goffstown, Bedford, Merrimack, and Amherst, the board consents to the construction at grade by said railroad, upon its Manchester & Milford branch, of crossings over highways in said towns at points described as follows:

On Richards road in Goffstown at station 28, on Kennedy Hill road in Goffstown at station 65, on Shirley Hill road in Goffstown at station 71, near H. W. Hoyt's house in Bedford at station 149, near J. G. Holbrook's house in Bedford at station 165, near J. G. Holbrook's house in Bedford at station 169, near C. E. Bursiel's land in Bedford at station 185, near A. J. French's house in Bedford at station 252, near town hall in Bedford at station 269, near M. B. Gilmore's house in Bedford at station 327, near E. W. Stevens's house (cross road) in Bedford at station 373, near William H. Burns's land in Bedford at station 414, near David Stevens's land in Merrimack at station 538, near A. M. Hayward's land in Amherst at station 679, near C. E. Weston's land in Amherst at station 813, near James Cochran's land in Amherst at station 854, near F. E. Willoby's house in Amherst at station 903, near E. T. Nichols's land in Amherst at station 914.

HENRY M. PUTNEY,

J. G. BELLOWES,

E. B. S. SANBORN,

Railroad Commissioners of New Hampshire.

HIGHWAY BRIDGES OVER MANCHESTER & MILFORD BRANCH.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners:

Respectfully represents the Concord & Montreal Railroad, a corporation duly established according to law, and having its principal place of business at Concord, N. H., having located the route for the railroad of the Manchester & Milford branch by virtue of and in accordance with the laws of the state of New Hampshire, on September 12, 1899, a copy of such location having been heretofore filed in the office of your board; and the damages occasioned to landowners by taking their lands, respectively, having been settled either by the purchase of such lands or the assessment of such damages by your board; and the construction of the railroad of such branch upon the route located will necessitate the construction of several highway bridges, at points or places hereinafter more particularly described.

Your petitioner further alleges that the freight traffic upon said road will be comparatively light and all, or substantially all, done by daylight; and that automatic brakes and couplers are to be put on the cars used in such traffic, thereby dispensing with the necessity of high bridges, or bridges of a height exceeding

eighteen (18) feet above the top of the rail, in order to insure the safety, or comparative safety, of those engaged in the operation of the road and transportation of such freight.

Wherefore, your petitioner, the Concord & Montreal Railroad, hereby respectfully requests that your board consent, in writing, to the construction upon said railroad of highway bridges at the following points or places, with a clear height of only eighteen (18) feet above the top of the rail, viz.:

Over Mast road in Goffstown, station 8.

Highway near Quincy Barnard's house in Bedford, station 288.

Highway near E. W. Stevens's house in Bedford, station 376.

Highway near O. K. Quimby's house in Bedford, station 423.

Highway near Mary E. Parker's house in Bedford, station 444.

Highway near H. L. Wilson's house in Merrimack, station 492.

Highway near S. J. N. S. Wood's house in Merrimack, station 559.

Highway near E. A. Noyes's house in Amherst, station 606.

Highway near Baboosic road (from Amherst) in Amherst, station 781.

Also a private bridge over the track near station 250, in Bedford. The foregoing "stations" correspond to those given in the return of the location of said Manchester & Milford branch, filed, as aforesaid, in the office of the secretary of state.

THE CONCORD & MONTREAL RAILROAD,

By B. A. KIMBALL,

President.

NOVEMBER 18, 1899.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 11, 1899.

The railroad commissioners, for reasons set forth in the above petition, hereby consent to the construction of highway bridges with a clear height of not less than 18 feet from the top of the rail upon the Manchester & Milford branch of the Concord & Montreal Railroad at the following places:

Over Mast road in Goffstown, station 8.

Highway near Quincy Barnard's house in Bedford, station 288.

Highway near E. W. Stevens's house in Bedford, station 376.

Highway near O. K. Quimby's house in Bedford, station 423.

Highway near Mary E. Parker's house in Bedford, station 444.

Highway near H. L. Wilson's house in Merrimack, station 492.

Highway near S. J. N. S. Wood's house in Merrimack, station 559.

Highway near E. A. Noyes's house in Amherst, station 606.

Highway near Baboosic road (from Amherst) in Amherst, station 781.

Also a private bridge over the track near station 250, in Bedford.

H. M. PUTNEY,

J. G. BELLOWS,

E. B. S. SANBORN,

Railroad Commissioners of New Hampshire.

Y TRACK AT CLAREMONT JUNCTION.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners:

Respectfully represents the Boston & Maine Railroad, a corporation duly established according to law, and having its principal place of business at Concord, N. H., and operating railroads in the state of New Hampshire, among which is a branch known as the Sugar River Railroad and another known as the Sullivan County Railroad, which connect at Claremont Junction, in the town of Claremont, Sullivan county, that for convenient and economical transportation of business upon said branches, and for the transportation of freight from one to the other, it is desirable and necessary to build a Y track, connecting said Sugar River branch with the Sullivan County branch at said Claremont Junction; and in the construction and use of such Y track it will be necessary to cross the public highway, at said Claremont Junction, near the dwelling house occupied by Mrs. Noonan.

The plan hereunto annexed and made part hereof shows the location of said highway and the proposed location of said proposed Y track.

Wherefore, the Boston & Maine Railroad, your petitioner, respectfully requests that your board consent, in writing, to the construction of said Y across said highway, at grade.

BOSTON & MAINE RAILROAD,

By W. B. MOONEY,

Superintendent Concord Division.

NOVEMBER 23, 1899.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

DECEMBER 14, 1899.

Agreeably to the petition of the Boston & Maine Railroad, assented to by the selectmen of the town of Claremont, the board consents to the construction of a Y track at grade over the highway in said town of Claremont, leading south from the station at Claremont Junction, in accordance with the plan hereunto annexed.

Said crossing being located about thirty-five feet north of the crossing described and located upon the plan annexed to the original petition, and as shown and indicated upon the plan hereunto annexed and the amended plan annexed to the petition.

The railroad is to cut down the highway to the grade of the Y track and leave the said highway in as good condition for travel as it now is. The railroad is, also, to remove as much of the hill lying between the Sullivan County Railroad and Mrs. Noonan's house as may be done without encroaching on Noonan's land, and is to cut the trees lying between the proposed Y track and the highway, on land of said railroad.

HENRY M. PUTNEY,
J. G. BELLOWS,
E. B. S. SANBORN,

Railroad Commissioners of New Hampshire.

CLAREMONT, N. H., December 16, 1899.

John M. Mitchell, Esq., Concord, N. H.:

DEAR SIR,—While we are still of the opinion that it is practical to lay the proposed Y branch at Claremont Junction as we proposed, we have decided that we will consent to the laying of the branch; provided,

First. That it be laid thirty-five feet northerly or down the hill from where located by the survey as shown us by the railroad officials Wednesday, the 13th instant.

Second. That the highway shall be put in as good condition when track is laid as it is now.

Third. That the bank between the railroad and Mrs. Noonan's land shall be graded down so as to give a better or more extended view of the railroad from the highway, as was proposed by Mr. Sanborn.

Fourth. That the trees and bushes on the northerly side of the highway between the highway and the proposed branch shall be

cleared off so that a train at any place on the branch above the highway shall be in plain sight from the highway opposite Mrs. Noonan's house and below there.

Trusting that this will prove satisfactory to your company,

We remain yours truly,

ALMON C. STONE,

CHARLES A. FISHER,

Selectmen of Claremont.

CHANGE OF LOCATION OF WAY IN ROCHESTER.

To the Honorable Board of Railroad Commissioners for the State of New Hampshire:

Respectfully represents the Boston & Maine Railroad, a corporation duly organized under the laws of said state:

That there is a private way or other way leading in a northeasterly direction at grade across the tracks of your petitioner, from the northeasterly terminus of Wentworth street, so called, in Rochester Village, in the city of Rochester, county of Strafford, said state, to the house of Charles C. Perkins.

That said way accommodates only three dwelling houses and a shop owned and occupied as follows:

The first tract of land and buildings, to wit, dwelling house and shop on northerly side of said way, is owned by Kate Brannan of said Rochester, insane, of whom Stephen F. Shorey of said Rochester is the legally appointed guardian, and Frank P. Brannan. Said property is subject to a mortgage to J. Frank Twombly, and is under lease to Clarence H. McAlpine, the present occupant. In a suit brought by J. Frank Twombly against said Stephen F. Shorey and Frank P. Brannan, now pending in the supreme court of Strafford county, George E. Cochrane of said Rochester was appointed by the court as trustee.

The second tract of land and buildings, to wit, a dwelling house on the southerly side of said way, is owned by the following parties: Kate Collins, Mary Brahany, Frank Hughes, and Peter Hughes, all of said Rochester, and George Hughes of Manchester, in the county of Hillsborough, said state.

The third tract of land and buildings, to wit, a dwelling house situated on the southerly side of said way, is owned by Charles C. Perkins of Barrington, in said county of Strafford.

That said persons are all of the persons interested in real estate on said way.

That said dwelling houses and shop are reached only by crossing two tracks of your petitioner's main lines and four side tracks.

That said crossing is a very dangerous crossing to the public who make use of said way, and to the occupants of said buildings, and that said crossing is not only a source of great inconvenience and annoyance to your petitioner, being nearly midway of its freight yards in said city, but makes it impossible for your petitioner to properly subserve the public in handling their freight in a prompt manner and at the same time have due regard to the safety of the public who make use of said way.

That the city of Rochester, on the 7th day of November, 1899, laid out two streets, one running north and south to the east of said tracks of your petitioner and nearly parallel therewith, and connecting with principal streets in said city and called Wallace street; the other leading from said Wallace street in a north-westerly direction to the residences and shop aforesaid at the aforesaid northeasterly terminus of said way and to be called Hoyt court, and that petition for the consent, in writing, of your honorable board to the layout of said Wallace street across the tracks of your petitioner is now pending.

That said dwelling houses and shop can be more conveniently reached and the convenience of the occupants thereof will be much better subserved by the said proposed new streets than by said way across the tracks of your petitioner, and that the change of the location by the way of said new streets would avoid the crossing of the railroad at the terminus of said Wentworth street and the dangers incident thereto.

Wherefore, your petitioner prays for authority to change the location of said way from its present location to a way or street as follows:

Beginning at said terminus of said passway at the line between land of said Perkins and land of the heirs of E. G. & E. Wallace; thence running north 61 degrees and 15 minutes east, 155.8 feet, to a stone bound at the westerly line of said Wallace street, said line being the southerly side line of said proposed Hoyt court, 45 feet wide, and which is the location of said Hoyt court; and thence by said proposed Wallace street to the other principal thoroughfares in said city, for the purpose of avoiding the crossing of said way at grade across their tracks.

And that your honorable body order and decree that said new location of said way be established and accepted in place of the present location thereof across its tracks.

THE BOSTON & MAINE RAILROAD,

By its attorneys,

WORCESTER, GAFNEY & SNOW.

Dated this 15th day of November, 1899.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

JANUARY 2, 1900.

Notice thereof having been given by personal service upon the parties interested in the subject of the within petition and by publication, a hearing upon said petition was held at the railroad passenger station, in said Rochester, of the Boston & Maine Railroad, on the 27th day of December, 1899, at 10 o'clock in the forenoon, at which hearing all persons interested therein appeared by themselves, their agents or counsel, to wit, Kate Brannan, Stephen F. Shorey, Frank P. Brannan, J. Frank Twombly, Clarence H. McAlpine, Kate Collins, Mary Brahany, Frank Hughes, Peter Hughes, and George Hughes, each by George E. Cochrane, Esq., as counsel; Charles C. Perkins, by Elmer J. Smart, Esq., as counsel; the city of Rochester by its mayor and city solicitor, Hon. Samuel D. Felker, and the Boston & Maine Railroad by its superintendent and its counsel, Worcester, Gafney & Snow; and upon a full hearing of all parties desiring to be heard and a view of said premises the board of railroad commissioners find that the prayer of said petition be granted, and, therefore, it is ordered and decreed by the board of railroad commissioners that said Boston & Maine Railroad is hereby authorized to change the location of the way set out in said petition which is now crossed by the tracks of said railroad to the way or street described in the prayer of said petition to be called Hoyt court, for the purpose of avoiding the crossing of said first way at grade across said tracks; and said first mentioned way so crossed by said tracks within the location of said railroad may be discontinued.

HENRY M. PUTNEY,

JOSIAH G. BELLOWS,

EDWARD B. S. SANBORN,

Railroad Commissioners of New Hampshire.

GRADE CROSSING IN ROCHESTER.

STATE OF NEW HAMPSHIRE.

STRAFFORD, ss.

To the Railroad Commissioners for said State of New Hampshire:

Respectfully represents the city of Rochester, a municipal corporation existing under the laws of said state, that upon the petition of George P. Furbush, Charles M. Bailey, and others to the mayor and city council of the city of Rochester, said mayor

and city council on the 7th day of November, 1899, laid out a street in said Rochester bounded and described as follows:

Beginning at a stone bound on the northerly side of Winter street, about 119 feet westerly from the projection of the westerly side of the large house owned by Messrs. Wallace; thence north $28^{\circ} 45'$ west, 65.7 feet, to a stone bound on Railroad avenue, 8.11 feet from the northeast corner of the house owned by the Messrs. Wallace on said Railroad avenue, and 22.75 feet from the southeast corner of said house, the above described line to be the westerly side line of a street fifty feet wide and the name of said street to be called Wallace street; and that they awarded as damages to the respective landowners over which said highway is laid out to be paid by said city of Rochester as follows: To E. G. & E. Wallace, twenty-two hundred dollars, to the Boston & Maine Railroad one cent; that said highway as laid out by said mayor and city council crosses the track of the Boston & Maine Railroad at grade; that George E. Cochrane, Esq., is the attorney for the petitioners, that Worcester & Snow are the attorneys for the Boston & Maine Railroad, and that the city of Rochester is represented by its solicitor, Samuel D. Felker, that Albert Wallace appeared at the hearing and acted on behalf of E. G. & E. Wallace.

Your petitioner would ask the consent of said railroad commissioners to said highway crossing said railroad at grade as provided by chapter 91 of the Laws of 1895.

CITY OF ROCHESTER,

By SAMUEL D. FELKER,

Solicitor.

ROCHESTER, N. H., November 15, 1899.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, January 2, 1900.

Upon consideration of the foregoing petition said board of railroad commissioners consents to said highway crossing said railroad at grade as prayed for in said petition.

HENRY M. PUTNEY,

JOSIAH G. BELLOWS,

EDWARD B. S. SANBORN,

Railroad Commissioners of New Hampshire.

BAKER HEATERS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 20, 1899.

The Baker heater is approved for use in heating combination cars and cars in mixed trains upon the New Boston and Manchester & Henniker branches of the Concord & Montreal Railroad, operated by the Boston & Maine.

H. M. PUTNEY,
For the Board.

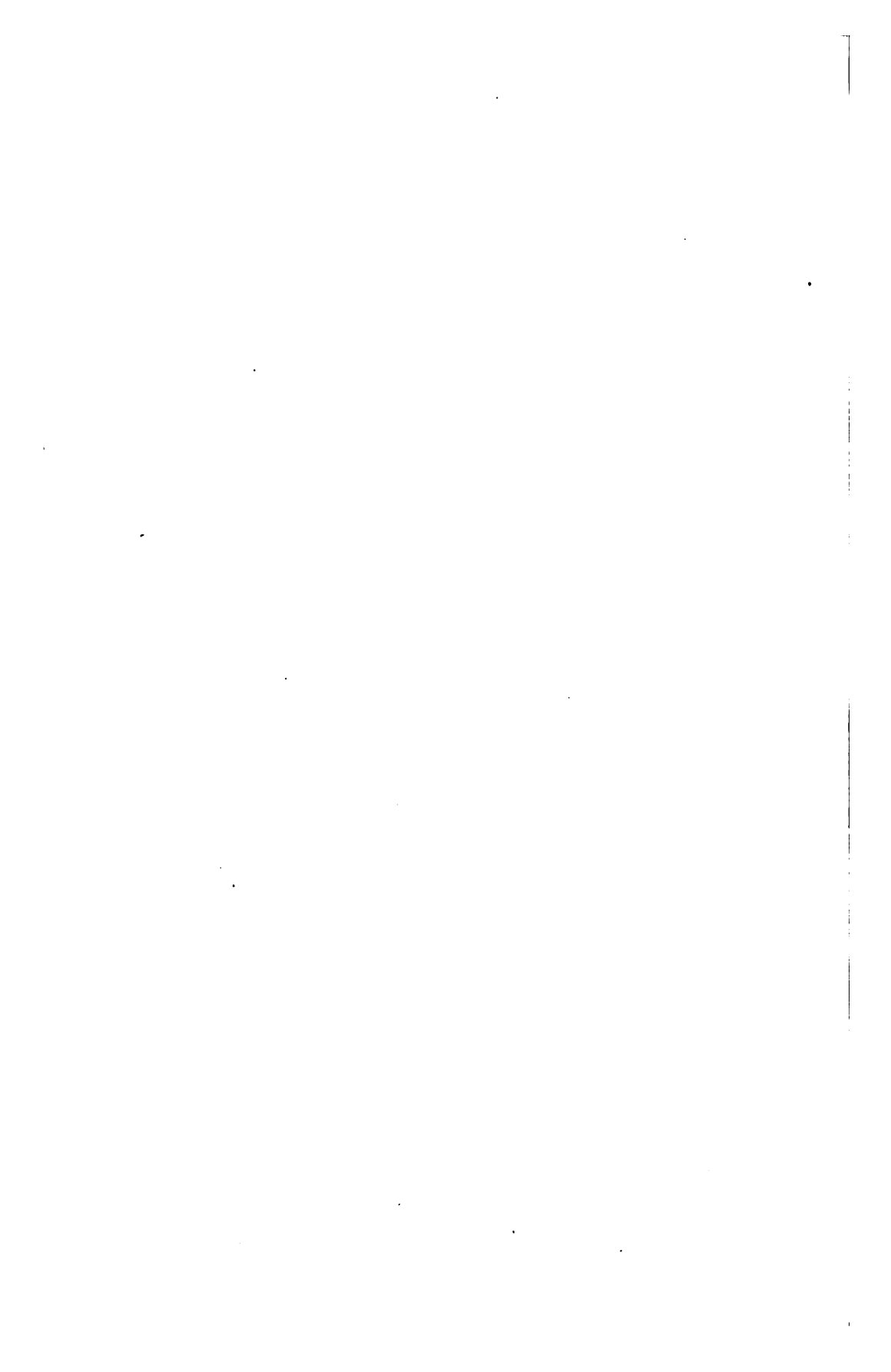
PENDING CASES.

Cases growing out of an appeal of the Grand Trunk Railroad from a vote of the town of Northumberland requiring the erection of gates in Groveton village, upon which one hearing has been had, a similar appeal by the same railroad relating to crossing in Berlin, and a petition of citizens of Andover asking for a new and higher bridge in that town are still pending before the board, having been continued upon the understanding that the parties may in time come to an amicable agreement. If not so disposed of, findings will be rendered soon.

Four other cases in which orders of notice have been issued have not been reached.

PART V.

FATAL ACCIDENTS.



FATAL ACCIDENTS.

DEATH OF SEAMORE BAKER.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 27, 1898.

Investigation at Concord, December 26, 1898.

Gen. John H. Brown appeared for the railroad.

Witnesses: Ephraim S. Clement, gateman, William S. Kennison, flagman, Locust street, and Edward G. Andrews, station agent, all of Nashua, N. H.

As William S. Kennison, the flagman employed at the Locust-street crossing in Nashua, was going to his work in the early morning of October 21, 1898, he discovered near the Fairmount bridge upon the track a man who had been run over by a train during the night and so injured that he was unconscious. Mr. Kennison at once took measures to have the man cared for and he received every attention until the next night, when he died, after his leg, which was crushed by the wheels, had been amputated.

Our investigation discloses these facts:

The victim of the accident was Seamore Baker of Keene, who had formerly worked upon the train between that city and Nashua. About 4 o'clock in the afternoon of the day next preceding the one when he was found upon the track he was in Nashua, where he attended a fireman's muster, badly intoxicated. At 6.20 that evening he appeared at the station and inquired if the passenger train had left for Keene, and being told that it had, remarked, "left again." This was the last seen of him until the next morning, but all the circumstances go to establish the theory of the railroad employees that, having failed to take the passenger train, he waited and climbed upon a freight train bound for Keene as it was starting at 12.10 A. M., and in trying to make his way back to the buggy, where he expected to find acquaintances among the crew, fell between the cars upon the track.

H. M. PUTNEY,
For the Board.

DEATH OF WILLIAM M. PLANTE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 13, 1898.

Investigation at Concord, December 13, 1898.

Mr. C. F. Holton appeared for the railroad.

Witnesses: Frank Chapman, engineer, Hudson, N. H.; George Gibbs, brakeman, William Little, fireman, Nicholas McDermott, brakeman, and A. J. Cushing, yard conductor, Nashua, N. H.

On the night of September 19, 1898, William M. Plante, who with the witnesses above named constituted a shifting crew in the railroad yard at Nashua, was thrown from a car, run over, and fatally injured.

A train of sixteen freight cars was being pushed by a shifter from the north yard to the east yard, and Mr. Plante was stationed on top of the leading car as brakeman. Finding the signals against his train, he gave the "run slow" motion with his lantern, which the middle brakeman repeated to the engineer of the shifter, when the train was consequently brought to a slow pace. Mr. Plante immediately motioned again "all right," "come ahead." After starting up again and running a couple of car lengths or so, a sudden jar to the train was the cause for the conductor to signal it to stop, which it did. Mr. Cushing, yard conductor, and Mr. McDermott, brakeman, who were upon the middle car of the train, immediately left the car and walked up to where Mr. Plante was stationed to ascertain the cause of the jarring. They found the train broken apart between the third and fourth cars and Mr. Plante under the fourth car with both his legs substantially severed from his body. He died before he could be taken to the hospital. He had been in this shifting crew about three months and for eleven years in the service of the Concord and Boston & Maine Railroads. No one witnessed the accident, but the inference from the facts proved is that the train broke apart when the engineer checked the speed upon Mr. Plante's signal, the detached cars running on for a short distance and stopping, so that when the train was set in motion again it abruptly struck the detached car upon which Mr. Plante was standing and threw him under the wheels. There was no testimony tending to show defects or unusual handling of the train, its movements being upon Mr. Plante's signals at the moment of the accident.

E. B. S. SANBORN,
For the Board.

DEATH OF JOHN L. CATE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, April 3, 1899.

Investigation at Concord, December 19, 1898.

Witnesses: Milo H. Annis, engineer, Wade Lane, fireman, George H. Mann, conductor, W. B. Guy, brakeman, John H. Longstaff, brakeman, and Henry H. Fulham, baggage master, all of Woodsville, N. H.

Judge F. M. Beckford appeared for the administrator, and Messrs. Streeter and Brown for the railroad.

There is a highway crossing over the Concord & Montreal Railroad, about one third of a mile north of the Meredith passenger station, and another crossing just south of it. On each side of the railroad for some distance south of the north crossing are snow fences about ten feet high, coming up to within about thirty feet of the highway at the crossing.

A highway runs parallel with the track for about a fourth of a mile and inclining westerly crosses the track obliquely at the north crossing. The track of the railroad for the distance it is paralleled by the highway is elevated enough so that a traveler riding over the highway in an open wagon would be able to see an approaching train over the top of the fence, and there is no other obstruction than this snow fence between the railroad and the highway except a set of farm buildings on the west side of the highway about six or eight rods south of the crossing.

On the night of October 7, 1898, as passenger train No. 177, running north from Concord to Woodsville, approached this crossing, at about 11.27 o'clock P. M., the engineer saw when about three or four rods from it a white horse emerge from the darkness and come onto the east side of the crossing; he at once applied the brakes with such force that he brought the train of seven cars to a standstill so that its rear car was only about two car lengths beyond the crossing. The engineer at once got off the engine and passed in front of it and from his hurried examination found that he had hit the team. He went back with other of the train crew and passengers and found the deceased lying on the east side of track near the cattle guard of the crossing, and on the west side of the track the body of the horse and the debris of the open buggy in which the deceased had been riding. Mr. Cate was taken up, put on the train, and taken back to the station, where he died within twenty minutes from the time of the accident without giving any account of how it happened.

It had been raining and the night was dark and misty. The train was not to stop at Meredith, but the speed was lessened as it passed the station to look out for signals, and when the brakes were applied after the accident was running, in the opinion of the engineer, at the rate of twenty to twenty-five miles an hour. The engine and train were in good repair and condition, the headlight was lighted and burning brightly, the proper crossing whistles were given for this crossing and the one south of the Meredith station as well, and the bell was rung at both crossings. The engineer was watchful and attentive to duty, as were all of the train crew.

The deceased, Mr. Cate, was between 42 and 45 years of age and unmarried. He was a resident of the neighborhood and perfectly familiar with the road he was traveling and the railroad and its crossings. He was in full possession of all his faculties and of good habits. On this night he was returning from a grange meeting and driving in the same direction that the train was going. Notwithstanding the snow fence obstructed the view of the railroad from the highway, it seems that Mr. Cate, had he been in the least attentive to his surroundings, could not have failed on a still October night to have heard the noise of the approaching train, the crossing whistles, and the bell, or to have seen over the fence from his seat in the buggy the glare of the headlight in ample time to have saved his life, and we must come to the conclusion that either, made drowsy by the lateness of the hour, he had fallen asleep or that his horse took fright at the train coming up behind him, escaped from his control, and ran onto the track.

J. G. BELLOWS,
For the Board.

DEATH OF HIRAM W. MERRILL.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 22, 1898.

Investigation at Concord, N. H., December 19, 1898.

Mr. A. F. Wentworth appeared for the heirs; Gen. John H. Brown appeared for the railroad.

Witnesses: Miron B. Browley, station agent, and Joseph L. Atwood, clerk, freight house, Plymouth, N. H.

About 9 o'clock A. M., October 20, 1898, Hiram W. Merrill, a feeble old gentleman who resided near by called at the freight station in Plymouth, as he frequently did, and chatted a short

time with the clerks in charge. He then passed out upon the station platform and into the railroad yard and slowly made his way down the track about fifty-eight feet to the end of the platform of the storehouse, where he was caught by a slowly moving car that was being kicked upon the freight house track and rolled into the eight-inch space between the car and the platform, a distance of about eight feet, when he fell to the ground so crushed and injured that he died at 7 o'clock the next morning. Just before he was caught by the car, Mr. Atwood, the clerk at the station, saw and shouted to him and he looked around towards the cars but in his enfeebled condition could not step aside soon enough to escape. Probably he intended to go up some steps to go up the storehouse platform or down beside it, but nothing is or can be positively known of his purposes, or why he was moving about the yard. He had no business there and no occasion to cross in that direction, his home being upon the same side of the tracks as the stations. About six weeks previous he had received a package of books by freight, and it has been suggested that he may have called at the station to see if there was another for him, but he did not ask if one had been received, and there is no testimony or probability that he was looking for one. All the evidence points to the conclusion that he was merely passing the time in looking about the stations and yard and chatting with acquaintances as was his custom.

The car that crushed him was being handled in the usual manner, with due care and moderation, and it does not appear that any one except the victim was at fault.

H. M. PUTNEY,
For the Board.

DEATH OF BENJAMIN M. HALE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, May 12, 1899.

Investigation at Concord, N. H., May 8, 1899.

Gen. John H. Brown appeared for the railroad.

Witnesses: Abial C. Hurlburt, engineer, Myron C. King, fireman, and Henry C. Diamond, conductor, all of Lebanon, N. H.

As passenger train No. 117, north, on the Concord Division of the Boston & Maine Railroad, swung around the curve below the bridge just south of the station at Grafton, at about 5.40 P. M., November 11, 1898, A. C. Hurlburt, the engineer, saw a light in front of him upon the track. His first thought was that the light

came from a flagman's lantern near the station where the train was often signaled to stop, but a moment later he saw that it was carried by a man who was running upon the bridge towards the station. He at once applied the emergency brake but was unable to stop until the man who had stepped to the side of the track was struck and thrown against a large stone about six feet from the rail, receiving injuries of which he died immediately. The man was Benjamin M. Hale, a laborer without any fixed residence or permanent occupation, who had called at the house of an acquaintance near a crossing which is about sixty rods below the bridge and borrowed a lantern with which to go to the station and meet a sister whom he expected on the train. The highway, after leaving this crossing, runs around to the station by a somewhat circuitous route, making the distance nearly twice as far as it is by the railroad, and it was probably to save travel that Mr. Hale went up the track. The whistle was blown and the bell was ringing for the crossing at the proper place, and the train which was running very fast was brought to a stop as quickly as possible. No one could have done more than the engineer did to prevent the accident. Mr. Hale was a trespasser and was, to say the least, using the railroad as a highway at his own risk.

He knew the train was close behind him, or he would not have run across the bridge as he did, and he undoubtedly supposed when he left the track and stepped to one side he was far enough from the rail to be safe when the engine went by, which was a fatal mistake.

H. M. PUTNEY,
For the Board.

DEATH OF GEORGE A. KNOX.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 29, 1898.

Investigation at Concord, N. H., December 26, 1898.

Mr. John W. Sanborn appeared for the railroad.

Witnesses: B. F. Pickering, supervisor of bridges and buildings, Sanbornville; Andrew Meikle, engineer, Scott Hurd, fireman, and Spurgeon A. Saunders, brakeman, North Conway, N. H.

For three years prior to November 29, 1898, George A. Knox had been a brakeman upon freight train No. 10 between Intervale and Conway Junction. It was a part of his duty to ride on the locomotive out to the ice houses located on the shore of Lovell lake, a short distance from Sanbornville, and draw in to connect

to his train on the main line such cars as had been loaded with ice by the employees of the ice-house company. In making this trip the locomotive passed from the main line to a side track onto and across the land of the ice company between the lake and the ice houses. A few weeks before Mr. Knox's death, November 29, the Independent Ice Company, owner of one of the ice houses, contemplated building an ice run from the lake to their ice house over the track where the cars were loaded. The foreman of the ice company was warned by Mr. Pickering, supervisor of bridges on the Boston & Maine Railroad, acting under orders of his superintendent, that said overstructure must be not less than eighteen feet above the track and this foreman promised that no other should be built; but unknown to Mr. Pickering or the superintendent of the railroad an ice run was erected over the track fourteen feet and ten inches on one side of the track and fifteen feet and ten and one half inches on the other side clear above the track. Over this track and under this structure Mr. Knox, then head brakeman, passed on alternate days safely for two or three weeks, while shifting out the ice cars. On November 29, while in the line of his duty, he was struck by the ice run, knocked from the train, fatally injured, and died while approaching Sanbornville station.

The testimony discloses no reason or excuse for the erection of any structure across the track low enough to be dangerous. It is true that the land and the buildings were the property of the ice company and subject to its use only, yet Mr. Pickering and the superintendent of the railroad might properly rely upon the promise of the ice company not to maintain an overhead structure dangerous to the trainmen, and they were ignorant of its existence until the accident. It is to be regretted that Mr. Knox or some one of the crew did not report to the superintendent when they first discovered that the ice company was building a dangerous structure. Had they done so we can believe he would have insisted upon raising it to a safe distance. Mr. Knox's death is due to the wanton act of the ice company.

E. B. S. SANBORN,
For the Board.

DEATH OF JAMES TRAINER.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 22, 1898.

Investigation at Concord, N. H., December 19, 1898.

Mr. John H. Brown appeared for the railroad, and A. F. Wentworth appeared for the widow of Mr. Trainer.

Witnesses: Milo H. Annis, engineer, Woodsville, N. H.; Wade Lane, fireman, Woodsville, N. H.; Frank W. Johnson, conductor, Woodsville, N. H.; Charles I. Swain, station agent, Rumney, N. H.; Charles Herbert, section foreman, Rumney, N. H., and William S. Learnard, Rumney, N. H.

James Trainer, a section man in the employ of the Boston & Maine Railroad, was killed near the Concord siding in Rumney, December 7, 1898, by train No. 184. He resided in the Quincy station and in order to go back and forth over the section on which that place and Rumney are situated used a railroad velocipede. One of his duties was to light the switch lights at the Concord siding, about a mile and a half below Rumney, every evening. At 5 o'clock on the afternoon he was killed he was at Rumney and said to the station agent, Mr. Swain, "I guess I will go to Concord siding and go home." Mr. Swain replied, "You can't make the Concord siding. No. 184 is late and is going to meet 71 at Plymouth," but Trainer insisted that he could make it all right and taking his velocipede started down the track. As he left, Swain said, "Jim, don't go round the bend without looking behind you." Five minutes later No. 184 went by Rumney. At 6 o'clock Swain, having learned by telephone that Trainer had not reached home, took a lantern and went to search for him, finding his dead body and wrecked velocipede a few rods above the siding where he was to stop and light the switches. None of the trainmen saw anything of him or knew any one had been hurt until they reached Plymouth, when an examination of the engine showed that one of the pilot slats and the air signal hose had been broken. The evening was quite dark but the locomotive headlights were burning, and it appears strange at first that the engineer or fireman did not see the man in front of them, but this is attributed by them to the overhead bridge and the high snow fences just above the siding, which cause the smoke to beat down at that point and shut off their view of the track, and the explanation is a reasonable one. The train was a passenger running thirty-five or forty miles an hour, and even if Trainer had been seen a considerable distance away it could not have been stopped so as to save him. That he was reckless in disregarding the warnings of Mr. Swain and attempting to race to the Concord siding in front of a fast passenger train which he knew was late and close behind him is evident, and to this we must find his death was due.

H. M. PUTNEY,
For the Board.

DEATH OF ANDY SCANLON.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, April 27, 1899.

Investigation at Concord, N. H., April 24, 1899.

Mr. F. C. Holton appeared for the railroad.

Witnesses: William J. Evans, conductor, John H. Peterson, engineer, Walter A. Wood, fireman, and Joseph Laporte, brakeman, all of Nashua, N. H.

Andy Scanlon, one of three tramps who stole a ride from Ayer Junction to Nashua, on freight train No. 65, jumped from the car in which they had been riding directly in front of an engine that was working upon another track and was run over and instantly killed about 10 o'clock P. M., January 23, 1899, in the Nashua yard. His companions who jumped out before he did, escaped uninjured.

H. M. PUTNEY,
For the Board.

DEATH OF ALBERT J. PARSHLEY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, April 27, 1899.

Investigation at Concord, N. H., April 24, 1899.

Mr. J. W. Sanborn appeared for the railroad.

Witnesses: H. H. Sinclair, engineer, Sanbornville, N. H.; C. W. Brown, fireman, and F. C. Sanborn, conductor, Lakeport, N. H.

At about 9.30 o'clock in the forenoon of January 30, 1899, Herbert W. Smith and A. J. Parshley, both of whom lived near by, started down Wakefield street to go to the square in Rochester. Soon after Mr. Parshley was struck and killed upon the Wakefield street crossing by the locomotive of passenger train No. 70 from Lakeport to Dover. Mr. Smith's statement regarding the accident, which is corroborated as to Mr. Parshley's movements and the whistle by Wilbur F. Smith, Fred B. Wentworth, Felix Hayes, and William C. Sanborn, who were eyewitnesses, and the trainmen, is as follows:

"On January 30, 1899, at about 9.30 A. M., I started with Mr. A. J. Parshley from our place to go down town to Rochester square. We were on the easterly side of Wakefield street and were walking

along beside each other. We were going at a natural gait. I saw the train coming, heard it, and heard the whistle blow at the usual place by the white post above Wakefield street. I saw the train before it whistled at all. We walked along toward the track, planning to stop; that is, I planned to stop and supposed he did. He could hear as well as any ordinary person. I talked to him in an ordinary tone of voice and he could hear all right. He must have heard the whistle and the rumble of the train. There was nothing to obstruct the view of the train from where we were. His eyesight was a little poor. He could not see to read without glasses but did not wear them on the street and didn't seem to have any difficulty in getting along without them all right. Just a little before we got to the crossing I said, 'Here comes the train. Let's stop.' He replied, 'I am going over anyway,' and started to run. I think he must have run fifteen feet. He was a spry man at his age. I stood right still. The engine struck him and seemed to turn him right over. The engine did not raise him up, but seemed to turn him right over and then carry him right along. He stopped in Plummer's yard. I know the whistle was blown because I noticed it in particular. I do not recollect whether the bell was ringing or not. The train, I think, was not going any faster than it usually goes across the crossing. I did not see another person around. The train stopped and backed up, but I ran right back and notified the folks. I did not notice the engineer or fireman. I could not tell how the engine struck him."

The train was running about eighteen miles an hour on a straight line and was visible a long distance from the street where the two men were walking. The engineer was in his seat with his head and shoulders out of the window and saw the men when they were four hundred or five hundred feet away. He of course supposed they would keep out of the way of the engine, which they could see plainly, and it was not until Parshley was within fifteen feet of the track and started to run, when it was too late to stop, that he apprehended any trouble. There can be no doubt that the accident was due entirely to the recklessness of the victim.

H. M. PUTNEY,
For the Board.

DEATH OF JOSEPH BOURY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 9, 1899.

Investigation at Concord, N. H., June 5, 1899.

Mr. C. J. Hamblett appeared for the railroad and Mr. J. J. Doyle for the heirs.

Witnesses: Charles Balcom, conductor, S. P. Beverly, engineer, and Charles Cleveland, fireman, Worcester, Mass.; William Clancy, flagman, and Frank Fisher, paper hanger, Nashua, N. H.

For some reason which a searching inquiry has not disclosed to us, at 8.37 A. M., on the 17th of February, 1899, Joseph Boury drove by a flagman who was standing in the middle of the street waving a flag at him and shouting to him to stop, upon the Chestnut-street crossing in Nashua, in front of the locomotive of the regular passenger train from Worcester, by which he was struck and killed. The train was on time, running at moderate speed, the whistle was blown at the proper place eighty rods below, and the bell was ringing and all the trainmen were at their posts, alert, faithful, and competent. When Mr. Clancy, the flagman, heard the whistle he stepped out into the street and saw Mr. Boury driving rapidly towards him from the north in a sleigh several hundred feet away. He at once shouted to him several times to stop, waving his flag as he approached and when the train reached the crossing turned to flag it supposing he would heed the warning, but instead of doing so Boury drove by on the left hand side, reaching the crossing just in season to be struck. These facts are well established by the testimony of the flagman, the engineer, men who were watching from the windows, and a reputable citizen who stood about forty-five feet distant and had his attention arrested by the shouting of Mr. Clancy. Beyond this we can learn little. There is no suggestion that the horse was not under control and why its driver, if sane and sober, persisted in spite of ample warning in driving it into the jaws of death we cannot tell.

H. M. PUTNEY,
For the Board.

DEATH OF GEORGE W. ROBINSON.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, May 10, 1899.

Investigation at Concord, N. H., May 8, 1899.

Gen. John H. Brown appeared for the railroad.

Witnesses: William H. Sexton, engineer, Irving M. Young, fireman, Martin Coughlin, conductor, Carl H. Ludlow, brakeman, Bert G. Whitcher, brakeman, and Dr. G. P. Conn, all of Concord, N. H.

George W. Robinson, an experienced, sober, and faithful yard brakeman, 29 years of age, was killed in the Concord yard about 10 o'clock A. M., March 9, 1899. He was at work with a shifting engine which was going up to the hole track in the north yard to take out a car, and as it moved along he rode on the footboard at the forward end, in company with Martin Coughlin, the conductor, and Bert Whitcher and Carl H. Ludlow, two other brakemen. When the engine, which at that point was running about six miles an hour, reached No. 9 switch, opposite the car they were going after, Coughlin and Whitcher stepped off, and as it came to a stop a few feet above they saw that it had run over Robinson, who lay across the rails fatally injured and unconscious. The wounded man was at once sent to the hospital in an ambulance and died there before the physician who was summoned reached him. The exact cause of this fatality cannot be ascertained. Mr. Robinson undoubtedly stepped from the footboard as usual to attend to his duties, which were to assist the others in getting out the car when the engine, after passing over a switch above, should reach it, but whether, as Coughlin and Whitcher think, he stepped too far so that his foot struck a rail and slipped, causing him to fall backward under the engine, or whether, as Mr. Ludlow suggests, he did not step far enough and was struck by the draw-beam and thrown under the wheels can only be conjectured.

No one saw him leave the footboard but Ludlow, who remained there until the engine stopped, caught a glimpse of him as he was falling in front of the wheels. It had snowed a little that morning and the rails and ties were slippery. In riding upon the footboard and stepping from it when he reached the place where his work was to be done, he only followed the usual custom which his fellow workmen say they regard as safe for a man as experienced and careful as he was, but which in this case as in many others proved fatal.

We cannot say, however, that a shifting crew is in more danger riding an engine in this way than it would be hurrying from point to point in a yard in which cars and locomotives are constantly moving, and it appears to us that this accident is one of those that cannot be charged to the carelessness or negligence of any one.

H. M. PUTNEY,
For the Board.

DEATH OF DANIEL MURPHY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 9, 1899.

Investigation at Concord, N. H., June 5, 1899.

Mr. C. J. Hamblett appeared for the railroad.

Witnesses: Hiram P. Wilson, conductor, Concord, N. H.; Arthur E. Colby, brakeman, Bow, N. H.; Amos H. Messer, engineer, Concord, N. H.

Daniel Murphy, an unmarried man 37 years of age, who had been visiting at South Nashua, while returning to his home at Nashua about noon, March 30, 1899, was struck by the locomotive of passenger train No. 155 and fatally injured. As Mr. Messer, the engineer of the train, was looking out of the cab soon after leaving South Nashua, he saw Murphy walking on the inbound track, and a little after observed that he stepped from that track, to avoid an approaching freight train, over upon the outbound track on which the passenger train was running. The engineer at once blew the alarm whistle and put on the emergency brake and Murphy, who appeared to be dazed, stepped over the rail between the two tracks where he was struck. The train was immediately brought to a stop and the engineer and some passengers went back and found Murphy on the right hand side of the outer rail, took him to Nashua, obtained an ambulance, and sent him to the hospital, where he died at 4.15 that afternoon.

This fatality, like so many others, was due to the illegal and inexcusable use of the railroad as a highway. The victim was the only one at fault.

H. M. PUTNEY,
For the Board.

DEATH OF JERE MURPHY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 10, 1899.

Investigation at Concord, N. H., June 5, 1899.

Mr. C. J. Hamblett appeared for the railroad.

Witnesses: George T. Wilkins, train master, Frederick P. Burnham, and Thomas Chetreau, all of Nashua, N. H.

Early in the morning of March 29, 1899, the body of Jere Murphy was found nearly naked and badly mangled upon the tracks of the Boston & Maine road near Nashua, by a section man.

An examination disclosed that he had been run over near South Nashua, and his body had been dragged over the ties from that point, a distance of two and a half miles. No one saw the accident and none of the trainmen that had passed during the night knew anything about it until the next morning, but from all we can learn we judge that Mr. Murphy, who was taking some horses in a box car to Lowell from Warner, got up in the night and stumbled or leaned upon a slat that was tacked across the open door of the car and pitched out, falling upon the second track, where he was run over by a northbound train.

H. M. PUTNEY,

For the Board.

DEATH OF FRED BARRETT.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 29, 1899.

Investigation at Lancaster, May 23, 1899.

Drew, Jordan & Buckley appeared for the Maine Central Railroad, and Superintendent George F. Black of the Maine Central Railroad and Mr. John Barrett, father of the deceased, were present.

Witnesses: F. P. Clark, conductor, Hugh Donnelly, baggage master, Owen Gormley, brakeman, Charles Learned, engineer, Henry Barrie, fireman, all of said Lancaster; John E. Sullivan, station agent, of Colebrook; John Goff, fireman, of Beecher's Falls, Vt., and Charles E. Philbrick, a passenger, of Shelburne.

Passenger train No. 224, running north over the Maine Central Railroad, reached Colebrook at 3.05 o'clock on the afternoon of March 31, last. The train was composed of a baggage car, two

passenger cars, and a flanger snowplow, the flanger being on the rear end of the train. There was considerable snow on the tracks and the inclines from the top of the snow to the tracks were five or six inches high and pretty hard and slippery. The day was fair. The station at Colebrook is on the east side of the track and has a long platform running sixty or seventy feet south by the baggage room in a separate building. About one hundred or one hundred fifty feet south is the freight house, and about one hundred feet south of that, on the opposite side of track, a platform used by a sawmill.

Fred Barrett, the deceased, was playing with other boys about this mill platform, watching the unloading of a carload of lumber, when No. 224 came in and the whole party at once started for the station, as boys will, to see who had come, or hoping to get some short ride. Barrett followed the train up on the opposite side from the station while his companions ran up on the other side.

As the train stopped at the station, a child's cry for help was heard by persons on the platform, and on going round to the other side of the train they found Barrett lying on the west rail, close against and partially under the forward wheel of the hind truck of the flanger, about opposite the baggage room door. The train was at once backed so that Barrett's body could be extricated from under the wheels, and he was taken up and tenderly cared for, but he had been run over by the forward wheels of the flanger and received so severe injuries that he died from the effects of them about 8 o'clock that night.

Barrett said before his death that "going around the end of the train he slipped off the snow onto the track," but on the facts presented it seems equally probable that being on the side of the train away from the station, that he tried to jump onto the platform of the passenger car ahead of the flanger just before the train stopped, to pass over onto the station platform, missed his hold, and rolled under the flanger's wheels.

Nothing appears to have been left undone by the railroad employees which care and prudence demanded, either in the management of the train or in the condition of the tracks. Barrett, who like other boys was in the habit of spending more time about the cars and station than he should, had been forbidden by the station agent from doing so repeatedly. He had no possible business or right to be on the tracks and was alone responsible for the accident. Whether he met his death in one or the other of the ways suggested is of no interest to the public.

J. G. BELLOWS,

For the Board.

DEATH OF PATRICK KENNELLY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 9, 1899.

Investigation at Manchester, N. H., November 6, 1899.

Gen. John H. Brown appeared for the railroad.

Witnesses: John F. Sheehan, engineer, William E. Wright, fireman, Fred Smith, brakeman, Philip Perry, switchman, James Garley, and Dr. J. Franklin Robinson, all of Manchester, N. H.

On Fast Day, April 13, 1899, Patrick Kennelly and James Garley, two young men who resided in Manchester, went out to Massabesic lake to spend the afternoon. They strolled about, took several drinks together, and arranged to return to the city on the last electric car, about midnight. Garley did return on that car, but Kennelly remained behind for some reason unknown. The next morning, about 4 o'clock, a locomotive crew took an engine out of the engine house in the Manchester yard to haul a train to Portsmouth. They backed up to the tower, got a signal letting them in on the Lawrence track, and then ran up and hitched onto the Portsmouth train, when they were told that they had run over a man who was afterwards found to be Kennelly. The night and morning were very dark and rainy. The locomotive had its headlight lighted and moved as usual, about eight or ten miles an hour. None of its crew saw Kennelly until after he had been run over, and our investigation does not disclose how he made his way in from the lake, a distance of four miles, after midnight, or why he went to the railroad yard, which is south of the street leading into the city from the lake, while his home was on Bridge street to the north, but the physician who attended him and amputated his leg after he had been taken to the hospital testifies that he was intoxicated when injured and it is in evidence that he was very deaf.

From these facts we conclude that he walked into the city and strayed unwittingly into the railroad yard, or possibly went there to find some acquaintance, and being partially stupefied by liquor and deaf got upon the track and did not know of the approach of the locomotive. One of his legs was crushed and it was necessary to amputate it. He died without recovering consciousness about 1 o'clock that day.

H. M. PUTNEY,
For the Board.

DEATH OF HERBERT E. WELLS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 28, 1899.

Investigation at Concord, October 30, 1899.

Mr. John H. Brown appeared for the Boston & Maine Railroad and S. B. Page, Esq., for the administrator.

Witnesses: George C. Calkins, engineer, of Concord, N. H.; F. M. Perry, H. B. Moulton, and David H. Harlow, brakemen, F. W. Johnson, conductor, George K. Thornton, roadmaster, all of Woodsville, N. H.; and W. H. Keenan, car inspector, of Concord, N. H.

Herbert E. Wells, freight conductor, was struck by an overhead bridge crossing the tracks of the Boston & Maine Railroad, near Pike's station, on May 8, 1899, at 11.26 o'clock P. M. and killed.

Mr. Wells was in charge of freight train No. 273, running from Concord to Woodsville, his train being composed of forty-three cars. He was a railroad man of at least fifteen years' experience, and sustained an excellent character for skill and prudence. He was familiar with this portion of the road, although for some time previous to the accident he had been employed north of Woodsville. On the night he was killed he was filling temporarily the place of a disabled conductor, and was making his second run from Concord to Woodsville with this train.

A short distance north of Pike's station an overhead highway bridge crosses the track at a height of seventeen feet above the west rail and seventeen feet five and one fourth inches above the east rail. This bridge had become old and worn and the railroad was then constructing, and had nearly completed, a new overhead bridge of twenty-one feet in height to take its place at a point about two hundred fifty feet south of the old bridge.

The night was a dark one and just as the train was approaching Pike's Wells was last seen alive on top of his train attending to his duties. When the train reached Woodsville, Wells's hat was found on top of a L. S. & M. S. car, No. 24,578, Series D, 13 feet 1 inch in height from the rail to top of the running board at its south end. Wells was found to be missing and investigation showed blood at the corner of the car at its south end, where the hand holds were placed. The news that Wells was missing was telegraphed to the conductor of passenger train No. 177, which was following No. 273, and Wells's body was found lying beside the track about 2,200 feet north of the old overhead bridge near Pike's, showing evidence of a bad blow on the head above the eyes. An examination of the old bridge the next day showed a place where

the soot was rubbed off from one of the stringers, which looked as if the head of a man had hit it.

From the evidence it seems clear that Wells was standing on the rear end of car 24,578 as it passed under the old overhead bridge, struck the bridge, fell on top of the car and lay there until his body was jarred off 2,200 feet beyond the bridge.

The telltales protecting the old bridge were properly placed and in good order, the trainmen attentive to their duties, and the train in proper condition at the time of the accident.

J. G. BELLOWS,
For the Board.

DEATH OF JOHN CLARK.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 6, 1899.

Investigation at Concord, N. H., October 2, 1899.

Gen. John H. Brown appeared for the railroad.

Witnesses: Moses W. Favor, engineer, George F. Williams, fireman, Jerry Follansbee, conductor, A. C. Chase, brakeman, all of Concord, N. H.

John Clark, a deaf and dumb man 35 years of age, a farm laborer, was instantly killed while he was walking upon the track near the Henniker crossing in Hillsborough, May 30, 1899, by the regular passenger train from Concord to Peterborough. The train was running about thirty miles an hour. As the engineer passed the whistling post east of the crossing, he gave the regulation whistle and while giving it, as his engine passed from a curve in the track to a straight line, he saw Clark between the rails walking in the same direction about two hundred feet beyond the crossing. He at once gave the danger signal and put on the emergency brake and the fireman continued to ring the bell, but Clark being deaf did not hear any of the warnings, and before the engine could be stopped it overtook and struck him, throwing him into a pool of water beside the track where he was found dead by the trainmen who returned to him as soon as possible and cared for his remains. They did everything in their power to prevent the accident.

H. M. PUTNEY,
For the Board.

DEATH OF CHARLES C. HARRIMAN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 6, 1899.

Investigation at Concord, N. H., October 2, 1899.

Gen. John H. Brown appeared for the railroad.

Witnesses: George Ward, engineer, Portsmouth, N. H.; Arthur George, fireman, Manchester, N. H.; George A. Law, conductor, Portsmouth, N. H.; H. M. Shufelt, brakeman, Portsmouth, N. H.; Bertram Mason, car clerk, Manchester, N. H.; H. O. Nelson, express messenger, Portsmouth, N. H.; W. S. Farnsworth, Manchester, N. H.; Elmer E. Downing, Manchester, N. H.; A. D. Purington, Epping, N. H.

Charles C. Harriman of Manchester, an old man who was accustomed to go about that city with a poor team picking up junk, scraps, and fragments of harnesses and carriages, was killed upon the Lincoln-street crossing over the Portsmouth branch of the Boston & Maine Railroad, at 4.25 o'clock, June 3, 1899, by the locomotive of the regular passenger train going east.

He had been about Hoyt's shoeshop, which stands near the crossing, getting skivings and scraps of leather that had been thrown away, and having secured a quantity and put them into his wagon was driving with them towards his home. When he was within about fifty feet of the crossing the engineer saw him and noticing that he did not appear to intend to stop put on the emergency brake and brought the train to a standstill just as the rear car left the crossing, but before that Mr. Harriman had driven upon the track and the locomotive had struck the team between the horse and the carriage, throwing him about thirty feet to the right of the rails and inflicting injuries of which he died a few hours later.

The accident was witnessed by W. S. Farnsworth, Elmer E. Downing, and A. D. Purington, three workmen in the shoeshop, whose attention was called to the train by the whistle at the post below, and by Bertram Mason, a car clerk, who happened to be near by, and they all agree with the engineer that Mr. Harriman was riding along with his head down, jerking the reins to keep the horse moving, and in this way urged it to a very slow trot near the crossing; that he gave no sign that he saw the train or was aware he was near the track and that in all probability he was entirely unconscious of the fact that he was approaching a crossing or was in any danger. He could have seen the train

if he had looked when it was five hundred feet away, and could have stopped in the street at any moment. It is certain that the proper whistle was given and the bell was ringing, and our investigation discloses nothing which tends in any way to show that any one else was at fault.

H. M. PUTNEY,
For the Board.

DEATH OF JOSEPH SULLIVAN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 10, 1899.

Gen. John H. Brown appeared for the railroad.

Investigation at Manchester, November 6, 1899.

Witnesses: Charles F. Pray, station agent, Rollinsford, N. H.; Daniel Donovan, Haverhill, Mass.

Joseph Sullivan, Daniel Donovan, and John Casey, three young men who lived in Haverhill, Mass., and had no steady occupation, went down to the railroad yard about 9 o'clock in the evening of June 5, 1899, and concealed themselves between the cars of a freight train that was about leaving for Portland, for the purpose of stealing a ride to some other place. They had no business which required them to make a journey, and their only object was to get a ride without paying for it. After the train started they climbed on top of the cars, and rode there. On reaching the yard east of Dover at about midnight, and while the train was running at its usual speed, Donovan and Casey went down the ladder and jumped off, and going back to the station took a passenger train for their home. They expected Sullivan to follow, but on reaching Haverhill the next morning they learned that his mangled remains had been found upon the track between Dover and Rollinsford about three hours after they left him.

None of the three were seen on or about the train by the crew and there is no evidence as to the manner in which Sullivan was killed, but he undoubtedly fell between the cars while trying to follow his companions, who are the only living persons in the slightest degree responsible for his death.

H. M. PUTNEY,
For the Board.

DEATH OF HENRY PRATT.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 5, 1899.

Investigation at Concord, N. H., October 2, 1899.

Gen. John H. Brown appeared for the railroad.

Witnesses: John Cashin, engineer, L. H. Sherburn, yard conductor, Fred W. Smith, yard brakeman, C. N. Underwood, yard brakeman, all of Manchester, N. H.

About 7 o'clock in the evening of July 13, 1899, an intoxicated man named Henry Pratt was staggering about the railroad yard in Manchester. He told the yardmen that he was a stone cutter by trade and wished to get a ride to Concord, and when a freight train started for Lawrence attempted to get upon the caboose but failed. Mr. Sherburn, a yard conductor, then went to him and told him to go away or they would send for some one who would take care of him. He then started up Auburn street. About 3.30 o'clock the next morning a shifting crew that was putting cars upon the Franklin-street track found his body badly mangled and cold under the end of a car which had been set in there an hour or two before and had run over him and, as an examination of the track showed, dragged him sixty feet, crushing him to death. Whether stupefied by drink he lay down upon the track and went to sleep or tried to get upon the car as it went by him and fell under it can only be conjectured, but it is certain that his death was due to his being in the yard where he had no right to be in a condition in which he could not take care of himself. We cannot learn that he had any family or home.

H. M. PUTNEY,

For the Board.

DEATH OF TRACY EMERSON.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 3, 1899.

Investigation at Concord, N. H., October 30, 1899.

Gen. John H. Brown appeared for the railroad.

Witnesses: Stephen D. Smith, brakeman, D. M. Sheehan, station agent, Elwin Moore, all of Lebanon, N. H.

Tracy Emerson and Elwin Moore, two boys about 12 years of age, who lived in the vicinity, were at play near the scythe factory in East Lebanon, in the afternoon of July 29, 1899, and as the southbound freight train No. 208 was slowly passing them they both caught hold of the handles upon cars near the middle of the train and clung to them to steal a ride. They were seen by S. D. Smith, the middle brakeman, who was several cars ahead and who started back to drive them off. When they saw him approaching they stepped down upon the ground but soon got on again, this time between the cars. A little later Moore jumped off again on the engineer's side and when the train had passed crossed the track and found his companion beside it so mangled by wheels that had passed over him that he died soon after. The train was a long one, drawn by two locomotives, and was running very slowly on an upgrade. The boys were accustomed to play about the railroad yard and the station agent had frequently driven them away, but at this time they were so far down the track that he did not see them. There is no suggestion from any source that any of the trainmen were in any way at fault, and the accident was clearly due to the reckless habit of stealing rides upon moving freight trains in the indulgence of which many bright boys lose their lives.

H. M. PUTNEY,
For the Board.

DEATH OF MISS ALVIRA MARSTON.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 10, 1899.

Investigation at Manchester, N. H., November 6, 1899.

Gen. John H. Brown appeared for the railroad.

Witnesses: James S. Roberts, engineer, Medford, Mass.; Daniel S. Bodwell, fireman, Somerville, Mass.; A. Leroy Berry, brakeman, Jamaica Plains, Mass.; Mrs. Zoe M. Fish and Anna L. McKinley, Manchester, N. H.

August 17, 1899, as passenger train No. 733, from Boston on the Lawrence branch of the Boston & Maine Railroad, approached the Beech-street crossing in Manchester at about 2.20 P. M., Mr. Bodwell, the fireman, saw in the street a lady upon a bicycle, riding towards the crossing at a very rapid rate. He at once shouted to Engineer Roberts, who had just finished blowing the crossing whistle, to "Look out," and Roberts, although he did not see the

lady, knew something was wrong and applied the emergency brake, bringing the train to a standstill about three hundred feet above the street. Mr. Berry, a brakeman, at once went back and found that the lady had wheeled into the fireman's side of the locomotive, striking it near the pony trucks, and been hurled to the ground so violently that she was fatally injured. The trainmen sent for an ambulance which took her to the Sacred Heart Hospital where she died at 5 o'clock. The train was running about thirty miles an hour, which is the usual speed at that place. The testimony of the fireman is that he first saw the lady when the engine was between one hundred and two hundred feet from the crossing; that she was riding very fast with her head down, and that she gave no sign that she heard the whistle or the bell which he was ringing, or was aware that she was nearing a place of danger. She lived in the vicinity and was presumably familiar with the railroad and the running of the regular trains of which this was one. A short time before she was seen picking some flowers by the street side a few rods away. If she had looked in that direction she could have seen the train far down the track, and even if she had not observed it until it was within a hundred feet of her she could have turned to one side and escaped. In all probability she was so fascinated by the speed she was making on her wheel that she was oblivious to all else. Nothing that the trainmen could have done would have saved her.

H. M. PUTNEY,
For the Board.

DEATH OF MR. AND MRS. ROBERT LIBBY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 3, 1899.

Investigation at Concord, N. H., October 30, 1899.

Mr. Adams appeared for the railroad and Mr. A. F. Wentworth for the heirs of Mr. and Mrs. Libby. A brother of Mr. Libby was present at the hearing.

Witnesses: Charles L. Cummings, engineer, Henry Harlow, brakeman, Harry D. Bean, brakeman, Irving W. Thayer, fireman, Woodsville, N. H.; U. S. Bugbee, conductor, Lakeport, N. H.; A. D. Bean, brakeman, Laconia, N. H.; William B. Goodrich, Fred J. Whitcher, Royal N. Briley, and William H. Bemis, Warren, N. H.

On the 10th of August, 1899, Robert Libby, a Warren farmer aged 60 years, and his wife aged 57 were going with their team

to visit his brother who lived a short distance below Clifford's crossing in Wentworth, upon the White Mountain division of the Boston & Maine Railroad. While passing over this crossing their carriage was struck by the locomotive of a southbound freight, No. 4, consisting of seven cars, and demolished and they were hurled to the ground so violently that Mrs. Libby was killed and her husband was so injured that he died that afternoon.

The testimony of Mr. Cummings, the engineer, and Mr. Thayer, the fireman, is that they left Warren station five minutes late at 6.45 A. M., that they blew the whistle and rang the bell for Clough's crossing, about three fourths of a mile from Warren, and again for Clifford's crossing, where the accident occurred, which is about a mile and a quarter below Clough's crossing. This is corroborated by Mr. Bugbee, the conductor, and Messrs. Harlow, Bean, and Dean, the brakemen, and by William H. Bemis who was at work in his field within a quarter of a mile of Clifford's crossing, although not in sight of it, and there is no evidence to the contrary other than the statement of two men who were driving in the road near Clough's when the train passed, who say they did not notice the signals.

When the engine, which was running at the usual speed, about thirty miles an hour, reached a point about forty rods north of Clifford's, the engineer saw the Libbys driving briskly along ahead of him in the highway which runs nearly parallel with and near to the railroad. As they did not appear to be aware the train was following them, he blew the long danger signal and called for brakes, which were at once applied. When this long whistle was blown Mr. Libby, according to the testimony of the enginemen, looked around and then urged his horse forward by jerking the reins and drove him at a sharp trot over the crossing far enough to have the locomotive strike the rear wheel. It is the impression of these men that on reaching the crossing the horse slacked a little, but this is not natural. Mr. Libby was a vigorous man for his years, in the possession of all his faculties, and his horse, which was 13 years old, was not afraid of the cars and was perfectly manageable.

Accepting the evidence before us, which is uncontradicted, the conclusion follows that Mr. Libby did not notice he was near the track until the danger signal was given and that, startled by it, he miscalculated his distance from the train and acted upon the impression of the moment that if he hurried a little he could get over ahead of it in safety. We cannot see how the engineer, who saw him as soon as possible and acted promptly, could have done more than he did to save the two people.

H. M. PUTNEY,
For the Board.

DEATH OF THOMAS FOGARTY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 17, 1899.

Investigation at Manchester, N. H., November 13, 1899.

Gen. John H. Brown appeared for the railroad.

Witnesses: Fred W. Brothers, engineer, Fred A. Lindsley, fireman, Somerville, Mass.

Mr. Brothers, engineer, and Mr. Lindsley, fireman, while on their trip with a detached engine from Boston to Concord in the early morning of August 30, 1899, discovered a man lying beside the track midway between Reed's and Goffe's. The engine was stopped and upon investigation they found that the man's leg and foot had been crushed by some train. Upon inquiry he informed the engineer and fireman that his name was Thomas Fogarty and his home Springfield, Mass.; that he had fallen from a freight train on which he was stealing a ride and had been lying where found for five or six hours. There was upon the ground evidence of much bleeding. He was placed upon the engine, given water to drink, and the fireman bathed his head until Manchester was reached, when he expired. Several trains had passed during the night and it is not known from which train he fell and received his injuries. It was 3 o'clock A. M. when he was found. His remains were sent to a relative in Springfield, Mass. He was apparently from 33 to 35 years old. It was surmised by the engineer and fireman who picked him up that he might have been traveling in search of work, but he was too much injured to give any further explanation and no person is known to have any information on the subject.

E. B. S. SANBORN,

For the Board.

DEATH OF CARL NYBERG.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 16, 1899.

Investigation at Manchester, N. H., November 13, 1899.

Gen. John H. Brown appeared for the railroad and Mr. John O'Neill for the heirs of Mr. Nyberg.

Witnesses: A. C. Bradford, fireman, Joseph Frenier, switchman, Clarence N. Underwood, brakeman, Manchester, N. H.; John H. Martin, brakeman, Concord, N. H.

Carl Nyberg was a brakeman attached to a shifting crew in Manchester freight yard October 10, 1899.

Shortly before 5.30 o'clock in the afternoon of that day he was, with others, engaged in shifting and working together the cars to go out on a northbound freight train. A string of four coal cars on No. 1 track in the lower yard needing to be hauled out, the shifter ran down to them with Mr. Nyberg and the crew aboard, and when reached Mr. Nyberg stepped off and coupled on the shifter to the cars, stepped off the track, walked along towards the further end of the car he had just hitched to, gave the motion to the engineer to start, and then attempted to board the car at the end next to the second car just as they were beginning to move.

An iron step like a stirrup, by which to board the car, was attached as usual to either end and side of these cars.

Why or how he failed to get aboard the car is not known, but instead of doing so he fell under it and three of the four cars passed over him, dragging him about twenty-five feet and leaving him crushed and mangled. He was taken to the Sacred Heart Hospital, where he died at 6 o'clock, a little more than half an hour after his injuries.

Mr. Nyberg had been at work in the crew about three weeks and had previous experience in railroad work. It was customary and proper to ride upon the car as he attempted to do. No defects in the steps or other parts of the car which contributed to the accident could be discovered.

E. B. S. SANBORN,
For the Board.

DEATH OF JOHN LAMERE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 28, 1899.

Investigation at Concord, November 20, 1899.

Mr. John H. Brown appeared for the Boston & Maine Railroad.

Witnesses: Melvin J. Mann, passenger conductor, and Edwin Cox, local express messenger, both of Woodsville.

The track gang of the Boston & Maine Railroad were employed on September 18, 1899, in putting in a spur track and clearing away a bank below the freight house at Meredith, N. H. John Lamere, a man about 26 years old and a member of the gang, went to a spring near the freight house for a pail of water. As he was returning, while walking up the main track he was struck and

killed by passenger train No. 77, running north from Concord to Woodsville, at 4.15 o'clock P. M.

The railroad track comes up to the freight house on a curve. The train was slowing up for the station. The usual crossing signals, which also answered for the station whistle, had been given for the crossing just south of Meredith station, and as the train was coming round the bend the engineer saw Lamere walking toward the station in the middle of the track. He at once gave the danger signal and applied the emergency brake. Lamere then had plenty of time to have stepped off the track, but apparently he did not hear the whistle or look up but continued walking toward the approaching engine until it struck him. He suffered from catarrh and at times, as a witness said, "his ears were shut up."

The train was properly and skillfully managed and all done that could be to avoid the accident. Lamere had worked for the railroad for about seven months and for three weeks before his death near this station, and was therefore familiar with the train movements and the signals. That his deafness was the sole cause of the accident is apparent.

J. G. BELLOWES,
For the Board.

DEATH OF ARTHUR HANNAM.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 24, 1899.

Investigation at Concord, N. H., November 20, 1899.

Gen. John H. Brown appeared for the railroad, and Mr. S. B. Page appeared for the administrator.

Witnesses: Henry Colby, engineer, K. B. Aldrich, fireman, George Wheat, conductor, and Leon L. Davis, switchman, all of Woodsville, N. H.

About 7.30 o'clock in the afternoon of August 9, 1899, a switching crew consisting of Henry Colby, engineer, K. B. Aldrich, fireman, George Wheat, conductor, and L. L. Davis, William Campbell, and Arthur Hannam, brakemen, were at work upon track No. 4 in the Woodsville yard and backed sixteen or eighteen cars from that track in order to kick one in upon No. 2. The engine was headed towards the cars, which were fitted with automatic couplers. At the proper time Mr. Wheat stepped between the car that was to be cut off and kicked in upon No. 2 and the next one,

and set the lever to unhitch the couplings. He then stepped back where Campbell and Hannam were standing and said, "One of you ride the car in," his object being to have the brakes set on top when the car had run far enough. Hannam at once started and went up the side of the car and stood upon it with his hand upon the brakehead. Wheat then motioned the engineer to kick the car, which he did, and when it was given, as was supposed, sufficient momentum, motioned him to stop, and he stopped to let the car part from the rest of the train and run where it was wanted. But the automatic coupler had failed to work, the cars were still hitched together and did not separate as expected, and when the slack was taken up the one on which Hannam stood was jerked violently with the others, throwing him over the end to the ground, where he was struck by the brake beam, which doubled him up and so injured him internally that he died the next afternoon.

That he was in the strict performance of his duty when he was thrown from the car is certain. That none of his fellow trainmen were at fault is equally clear. His death was due to the automatic couplers which did not unhitch as they should have done, and which experience is demonstrating are far from being safety devices under many circumstances. He was a man 22 years of age, of good habits and, although he had worked on the road but a few weeks, was capable in the place he filled.

H. M. PUTNEY,
For the Board.

DEATH OF PERLEY C. LEWIS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 23, 1899.

Investigation at Concord, N. H., November 20, 1899.

Gen. John H. Brown appeared for the railroad.

Witnesses: William F. Sanborn, freight conductor, Russell Supernol, freight brakeman, Fred N. Dodge, freight brakeman, and H. B. Morey, engineer, all of Nashua, N. H.

Perley C. Lewis, a boy about 16 years old, was killed at Epping station on the afternoon of September 10, 1899, by the caboose of freight train No. 97, from Nashua to Rochester. The train, which consisted of twenty-two cars, including two milk cars next to the engine and a caboose at the rear, stopped as usual at Epping to leave milk cars. Lewis and two other boys stood upon the

station platform and as the train started he got upon the platform of the first milk car behind Mr. Dodge, a brakeman, who drove him off. He then waited as the cars went slowly by him until the caboose reached him, when he tried to step upon that, fell in front of it and was run over and killed before it could be stopped.

He had been in the habit of loafing around the station and jumping upon trains as they approached and left, and had been repeatedly told not to do it, but gave no heed to either warnings or threats. He threw his life away and no one else is in any way responsible for his death.

H. M. PUTNEY,
For the Board.

DEATH OF OTIS NICHOLS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 8, 1899.

Investigation at Concord, N. H., December 4, 1899.

Gen. John H. Brown appeared for the railroad.

Witnesses: E. M. Gurley, engineer, Charlestown, Mass.; E. T. Saunders, freight conductor, Dover, N. H.; Harry Fall, freight brakeman, North Berwick, Me.; H. E. Hanson, station agent, Newmarket, N. H.

As a freight train which left Dover for Boston about 4 o'clock A. M., September 29, 1899, approached Newmarket, its engine men saw lying beside the track under the bridge, which is about two hundred feet from the station, the dead body of a man, who was afterwards found to be Otis Nichols.

Subsequent investigation disclosed that Mr. Nichols had been in Manchester a few days before and had left that place to go to Lewiston, Me., having been given, by a brother, money enough to pay his fare to Rockingham Junction, from which point he thought he could make his way on a freight train. When found he had been dead several hours, and as he lay under the end of the bridge and his skull and hat were crushed in, evidently by coming in contact with the overhead timbers, the conclusion is that he got upon a freight going east at the junction and was stealing a ride when he struck the bridge and was thrown to the ground. He was not run over. The bridge was properly protected by telltales, but he either did not know what they signified when he hit them or rose up after they passed them. None of the crew of the train from which he fell knew he was upon the cars.

H. M. PUTNEY,
For the Board.

DEATH OF C. H. LAPHAM.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 30, 1899.

Investigation at Concord, December 30, 1899.

Mr. George A. Weston appeared for the Boston & Maine Railroad.

Witnesses: F. J. Pecord, freight conductor, of Windsor, Vt., and George LaPine, section foreman, of North Walpole, N. H.

As freight train No. 72, running south from Windsor, Vt., to Brattleboro, Vt., pulled into the yard of the Boston & Maine Railroad at North Walpole about 3.55 A. M., on October 6, 1899, the fireman of the train saw the body of a man lying between the main tracks of the railroad about thirty feet south of Adams's crossing, a private crossing over said railroad.

The trainmen at once hurried to the spot and found the man breathing but unconscious, having evidently been run over by some train. He was at once taken up and properly cared for but died at 6.10 o'clock that morning without regaining consciousness.

Three trains running north left Bellows Falls between 11 and 11.30 o'clock on the night before the accident. As no other trains were run over the railroad between that time and the arrival of No. 72, it is probable that he was struck by one of the three, although unnoticed by any one on them, while the position of the body and fragments of it and pieces of clothing would indicate that the man was hit as he was walking up the outward main track toward the crossing but thirty or forty feet before he reached it.

The man proved to be C. H. Lapham of Fitchburg, Mass. He was about 40 years of age, married, a plumber by trade, with rather an unsavory reputation. He had been out of work for a time before the accident, and had been hanging about the saloons of Bellows Falls and North Walpole. He was without money and was said to have pawned his tools, but there was no evidence that he was intoxicated at the time of his death, nor that he had been seen in the yard on that night.

J. G. BELLOWS,
For the Board.

DEATH OF JOHN M. SKERRY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 17, 1899.

Investigation at Manchester, N. H., November 13, 1899.

Gen. John H. Brown appeared for the railroad and Mr. John O'Neill for the heirs of Mr. Skerry.

Witnesses: John Cashin, engineer, Fred C. Dunbar, fireman, L. B. Sherburne, yard conductor, A. B. Rowell, switchman, Albert E. Hall, yard conductor, Lewis W. Whitney, signal tender, all of Manchester, N. H.

John M. Skerry of Manchester was run over and instantly killed in the railroad yard in that city at 3.38 o'clock on the morning of October 10, 1899, by shifting engine No. 765. This engine had hauled down from the freight house, on what is known as the east lead, a string of twenty-five or thirty cars, and when they passed a cross-over the pin was pulled by Mr. Whitney, the signal tender, and the engine run down over a switch that was set for it, and then backed upon Franklin street where it had work to do, leaving the cars to run down of their own momentum, on a down grade, to the ledges half a mile away, where they were to be made into trains to go in various directions.

Skerry was a brakeman who had worked eight or nine months with the crew of No. 765, but for seven days he had been with another crew whose business it was to take the freight house cars after the engine left them, go down to the ledges with them and make them into trains, and he was assigned to this work on the night of the accident. He had been waiting about an hour in the switch house shanty, and as the engine and cars appeared he stepped out and spoke to the engineer and fireman. At that time he was smoking a pipe and had a lantern on his left arm. When the engine had been up Franklin street and was returning with some cars, the conductor, Mr. Sherburne, who had also been talking with Skerry at the switch house, saw him lying in the diamond formed by the crossing of the Portsmouth and Lawrence tracks, and upon going to him found he had been run over and killed. From the position in which he lay, it was evident that No. 765 had backed upon him, after it was cut from the freight house string and was going up Franklin street, but as no one saw him alive after he went away from the switch house from three to five minutes before, it cannot be known why or how he got into the position where he was struck. When last seen he stood watching the house cars and waiting for them to run down where he

could take his section and ride it to the ledges, and he must have crossed one track and stepped upon the one on which the engine was running. It is suggested that he may have stepped upon the rear footboard of this engine to ride a short distance and slipped from it, but there is no evidence of this. The engine was running very slowly, not more than four miles an hour. It carried a head-light and a rear light, known as a bull's eye, hung upon the tank in the rear. This light is smaller than some but is of the same pattern in use upon about half the shifters in the yard.

Mr. Skerry was a young, capable, faithful man, thoroughly familiar with the yard and the movements of the switching engines, which were the same that night as usual. Up to the moment he passed upon the track he was in his proper place and doing his duty. Whether in a moment of absent-mindedness he stepped into danger or did so while his attention was attracted to the engine of the other crew he can scarcely be criticised. Neither can we discover that any one else was at fault, and we must class the accident with those that are unavoidable when cars and switching engines are constantly moving about upon complicated systems of tracks in great railroad yards in the darkness.

H. M. PUTNEY,
For the Board.

DEATH OF JAMES BALBASSARO.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 30, 1899.

Investigation at Concord, December 4, 1899.

Mr. George A. Weston appeared for the Boston & Maine Railroad.

Witnesses: George LaPine, section foreman, and John Brown, yard switchman, both of North Walpole, N. H.

About 4.30 o'clock on the morning of October 22, 1899, John Brown, yard switchman, discovered the body of James Balbassaro, a coal shoveler, lying by the side of the coal bin in the yard of the Boston & Maine Railroad at North Walpole.

Balbassaro was lying "doubled up in a heap" with an iron coal bucket filled with coal tipped over on top of him. He had evidently been dead for some time when the body was found, and was last known to have been alive between 1 and 2 o'clock that morning.

It was the duty of the deceased to fill iron buckets from the shute of the coal bin for the use of the engines. These coal buckets are square, four feet wide on top and about three and one half feet at the bottom, and hold 4,000 pounds of coal. Two of these are placed on a low platform car about twelve or fourteen inches high and eight feet long, and cars so equipped are run to the shute of the coal bin, filled, and then taken to a point where the buckets which simply set on the car can be raised and emptied into the tenders of the locomotives.

To fill the buckets, Balbassaro had to run the car to the shute and place it so that one bucket could be filled, then go up and operate the shute, going about fifteen feet from the car, then return to the car and move it so that the remaining bucket could be filled and then run the car where it was needed for the engines. To enable him to move these little cars about, and move and adjust the buckets on the car, bars were provided, but to save time it was his habit to set his back against the filled bucket and push the car by main force so that the unfilled bucket would come up to the shute.

On the night of the accident, Balbassaro had evidently filled the buckets of one car, pushed it out of the way, and had got a second car to the shute, filled one bucket and then attempted to push the car with his back so that he could fill the remaining bucket, when, probably because the filled bucket did not set squarely and firmly on the car, as he set his back against it and pushed, the filled bucket came over onto him and crushed him to death beneath the weight of iron and coal. When found he laid between the two cars completely doubled up, his head, arms, and legs protruding from the overturned bucket.

Balbassaro had been engaged in this business for four years and was a good and faithful man. His death seems due solely to his own carelessness in not seeing that the bucket set squarely and firmly on the car before he attempted to move it, and from pushing the car with his back instead of using the bar.

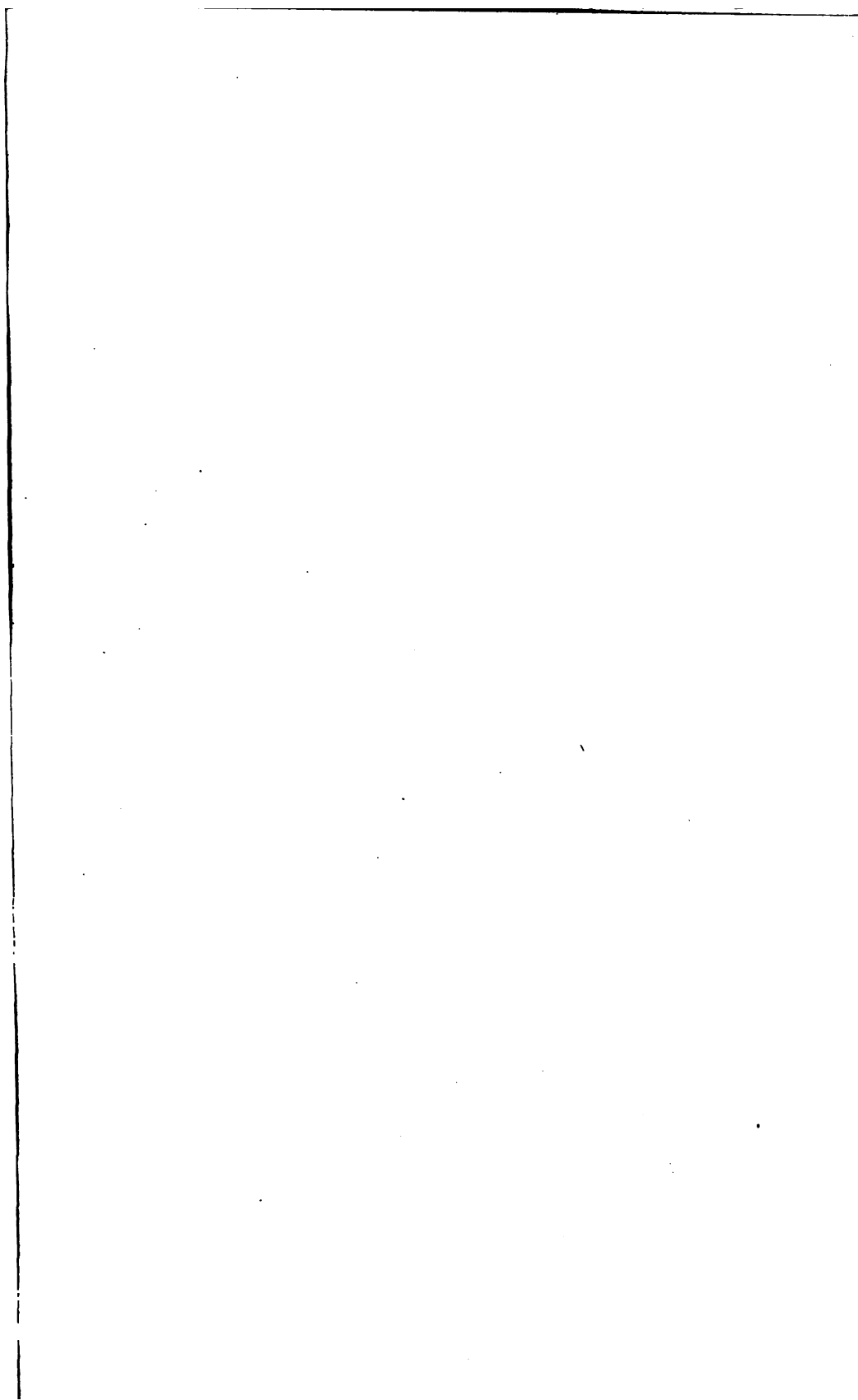
J. G. BELLOWS,

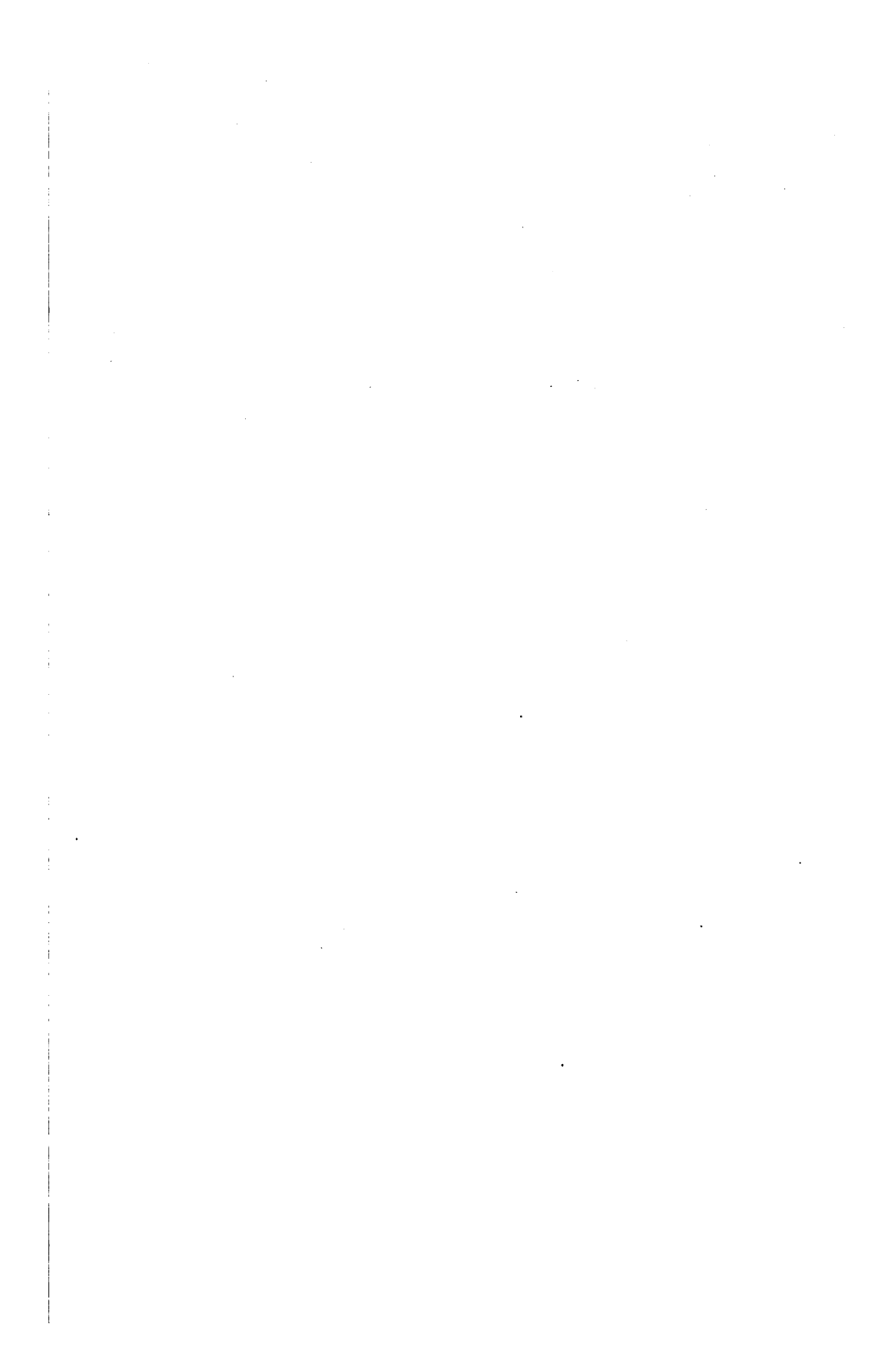
For the Board.

INCIDENTAL EXPENSES.

The Public Statutes place at the disposal of the board, for stenographers, experts, stationery, express, and expenses, the sum of \$1,000 annually. Of this sum there was expended in the year ending June 30, 1899, the following amounts:

Stenographers and typewriters	\$345.09
Office expenses, postage, and express	87.44
Purchase of typewriter	82.50
Total	<u>\$515.03</u>





132727
New Hampshire. Railroad commissioners
55th annual report. 1899

HOPKINS RAILWAY

NAME LIBRARY, DATE

DATE

HOPKINS RAILWAY
LIBRARY.